

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public works

DEPARTMENT

G.O. No.	2330 B	Press
B.P. No.		Mis.
320C. 320D		
Dated	19. 9.	195/873

Not to be folded or roughly handled

No. 320c. Read the following letter 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, 1st September 1873, No. 456 :—

In acknowledging receipt of the Order of Government, dated the 22nd ultimo, No. —, I have the honour to state that I have been in communication with the Madras Railway authorities upon the points noticed in paragraphs 2 and 3. I beg to submit, for the consideration of *No. 649, 28th August 1873, with enclosure. His Excellency in Council, a letter* from the Agent, from which it will be seen that, in order to admit of the mail train leaving Beypore at 12 noon instead of 10 A.M., it would have to run at an average speed of 39 miles an hour, instead of 30 miles as proposed. Mr. Barton-Wright also shows, of the four stations at which it is suggested in the Order of Government that the train in question should not stop, that at Pattamby it will meet the 6 P.M. mail train from Madras, and at Perandurai the 2-15 P.M. goods train from Salem; that at the Shevaroy Hills Station it is timed to stop for water; and that Tripatore is an important station, which it would be inconvenient to pass without halting.

2. Under these circumstances the Railway authorities beg that the arrangements for the mail trains upon the South-West Line, which were sanctioned by Government in their Proceedings under date the 4th August 1873, No. 44 A., may be allowed a fair trial, leaving the question of the further acceleration of these trains to lie over until such time as the practical results of the increased speed now being introduced can be ascertained. In strongly seconding this request, I beg to point out that the proper arrangement of the train service upon a line of single railway more than 400 miles in length, with numerous branches and junctions, is a matter of no little difficulty; and that any such arrangement must, at the best, be a compromise between economy of working and the desire to serve the numerous interests dependent on the railway. As bearing on this I solicit especial attention to the following remarks of the Traffic Manager:—

“The increased speed of the mail trains will necessitate a very large reduction in the existing loads of those trains, and will consequently increase the number of goods trains on the line; so that many of the minor stations, unimportant in point of traffic, will become important as meeting stations, for as the number of trains increases, so must the number of meeting stations.”

3. With regard to the local train between Pothanore and Beypore, it is explained by the Railway Officials that it is impossible to increase the speed at which it is timed to travel, and that the only way in which an earlier arrival at Beypore can be secured is by an earlier start from Pothanore. With this object a revised arrangement has been suggested by the Traffic Manager, which, as well

*Proceedings of the Madras Government, Public Works Department,
19th September 1873.*

as the arrangement now in force, is here shown—

Stations.	ARRANGEMENT NOW IN FORCE.				PROPOSED ALTERATION.			
	Arrival.		De- parture.		Arrival.		De- parture.	
Pothanore ...	A.	M.	A.	M.	A.	M.	A.	M.
Muddikurray ...	...	...	10	55	...	...	9	20
Walliar ...	11	10	11	15	9	38	9	40
Conjecode ...	11	47	11	51	10	12	10	16
Palghaut ...	P.	M.	P.	M.				
Purley ...	12	23	12	27	10	48	10	52
	12	30	1	31	11	15	11	35
Luckady ...	1	50	1	53	11	55	11	58
Wottapollum ...					P.	M.	P.	M.
Shoranoor ...	2	23	2	26	12	30	12	48
Puttamby ...	2	41	2	49	1	6	1	14
Coofipooram ...	3	15	3	19	1	40	1	50
Titoor ...	3	43	3	46	2	11	2	17
Tanoor ...	4	24	4	29	2	55	3	0
Perpengady ...	5	0	5	10	3	31	3	41
Beypore ...	5	26	5	29	3	59	4	2
	5	45	5	48	4	20	4	23
	6	15	...	...	4	50	...	...

There are two objections to the proposed alteration, which were fully considered when the arrangements now in force were prepared: first, that the only two trains which run from Pothanore to Beypore will start at an interval of only 55 minutes, and, second, that an additional stoppage to the 10 A.M. mail train will be rendered necessary at Luckady. If the proposed alteration is approved of by His Excellency in Council, it can be brought into operation on the 1st proximo, and upon this point I beg to be favoured with early instructions.

4. In reply to the 4th paragraph of the Order of Government under acknowledgment, I have the honour to state that, as already intimated in my letter, No. 437, dated the 15th August, a composite carriage will be attached, when required, to the goods train due to leave Erode at 2.20 P.M. for the convenience of first and second-class passengers arriving from Trichinopoly and going to the west. A note to this effect will be inserted in the sheet time-table. This will in some measure lessen the inconvenience to which such travellers will be subjected. As pointed out in my letter, dated the 28th March 1873, No. 187, the only mode of entirely removing this inconvenience would be by running night trains on the Great Southern of India Railway, a measure which has not yet been contemplated.

From W. BARTON-WRIGHT, Esq., Acting Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 28th August 1873, No. 649.

With reference to your letter, No. 775, dated 25th instant, I have the honour to forward you copy of a letter from the Traffic Manager, No. C 683—576, of this date.

2. With the view of arranging to meet, as far as practicable, the wishes of His Excellency the Governor in Council, I have fully discussed with Mr. Church the suggestion as to the acceleration of the mail train between Beypore and Jollapett, and also the matter of the desirableness of arranging for the earlier arrival of the local train at Beypore.

*Proceedings of the Madras Government, Public Works Department,
19th September 1873.*

3. I think it may be found possible to accelerate in some degree the speed of the mail train from Beypore to Jollapett, but it must be borne in mind—

1st.—That the gradients over that portion of the line, especially in the direction eastward, are very unfavourable.

2nd.—That at every station there is at least one pair of facing points, in running over which the speed has to be reduced to 5 miles an hour.

3rd.—That the time allowed for traffic requirements at the four principal stations of Palghaut, Pothanore Junction, Erode Junction, and Salem alone amounts to 84 minutes.

4th.—That there are other stoppages necessary for water, fuel, and for meeting trains.

4. I find that on the run from Beypore to Jollapett there are seventeen stations at which the train is timed to stop, and thirteen through which it runs without stopping. Allowing 6 minutes for stopping and starting at each of the seventeen stopping stations, and 4 minutes for slackening to 5 miles an hour through each of the thirteen stations at which the train does not stop, we have—

	MINUTES.
Stopping Stations, $17 \times 6 =$	102
Facing points, $13 \times 4 =$	52
Add stoppages at the four principal stations as provided for in time-table	84
And allowing 5 minutes for each stoppage at the remaining thirteen stopping stations, $13 \times 5 =$	65

Total... 303 minutes, or 5 hours 3 minutes total delays. Deduct these 5 hours from the 14 hours allowed for the run, and we have 9 hours in which to run 274 miles, giving an average speed of 30 miles an hour when actually running. To perform the same journey at the accelerated speed proposed by the Government, we should have to run at an average speed of 39 miles an hour, as the time allowed at stations is necessary for the requirements of the traffic and the convenience of the travelling public.

5. This train is obliged to stop at Puttamby and Peraudurai, because it has to meet other trains at those stations. It is timed to stop at Shevarey Hills Station for water, but possibly this may be obviated.

6. Tripatore is a large and important station, and I do not think its inhabitants should be deprived of the privilege they have enjoyed ever since the line has been open to that town. It might, however, be arranged to do without stopping at Samulputty.

7. Taking into consideration the circumstances above explained, I would venture to beg that the Government may be pleased to allow us to make a trial of the time-table recently sanctioned which already provides for a greatly increased speed, leaving the question of its further acceleration to be re-considered till such time as we are able to bring our practical experience to bear upon the subject by the aid of the results of the experiment of augmentation of speed which we are just about to make.

8. As regards the local train between Pothanore and Beypore, I do not see any possibility of increasing the speed, as barely sufficient time is now allowed for the performance of the work; the only way in which an earlier arrival at Beypore can be attained is by an earlier start from Pothanore, and that will necessitate an extra stoppage for the 10 A.M. train from Beypore. I

have, in communication with the Traffic Manager, worked out a time-table* which provides for the arrival of the train at Beypore at 4.50 P.M., and which can be brought into operation if approved of by Government on the 1st October.

9. It will be observed that the trains between Pothanore and Beypore run with a shorter interval of time between them than is altogether desirable for the public convenience, but the object of the local trains so running is that, as the time of the mail will not admit of its stopping at all stations, the local train preceding the mail from Beypore will afford the passengers from every minor station the opportunity of going to a station where the mail train is timed to stop, whilst the local train following the mail train from Pothanore will enable passengers travelling by the mail train, but desiring to go to a minor station, to alight at any of the principal stations, and there take the local train to their destination.

* Embodied in Traffic Manager's letter, No. C 683-576, dated 28th August 1873, copy enclosed.

*Proceedings of the Madras Government, Public Works Department,
19th September 1873.*

10. Although the local train is timed to arrive at Beypore at 6-15 P.M., the difference of time between railway time and local time being about 20 minutes, the arrival of the train will be about 5-55 P.M. Beypore time, so that there will probably be sufficient time to cross the river by day-light at this time of the year.

From H. E. CHURCH, Esq., Traffic Manager, to W. BARTON WRIGHT, Esq., Acting Agent and Manager of the Madras Railway Company, dated Madras, 18th August 1873, No. C 683-576.

New Train Service

Consulting Engineer's letter, No. 775, 25th instant. Before any further alteration is made in the mail service, I think it will be desirable to ascertain how far the service about to be introduced can be satisfactorily conducted. The increased speed of the mail trains will necessitate a very large reduction in the existing loads of these trains, and will consequently increase the number of goods trains on the line, so that many of the minor stations, unimportant in point of traffic, will become important as "meeting stations," for as the number of trains increases, so must the number of meeting stations.

2. It is scarcely possible to increase the speed of the local train from Pothanore to Beypore and to ensure good time, as the load of the train is twenty-five vehicles, and it is the only train by which the local goods traffic can be conducted. The work to be performed consists of loading and unloading road-goods at all stations, and attaching and detaching waggons at some four or five stations, besides greasing, fuelling, and water, the latter being more frequently required in the case of a heavy train than of a light train like the mail train.

3. Although the average speed of the local train from end to end is only 14 miles per hour, it must be remembered that this provides for all stoppages at stations for shunting, loading, and unloading road-goods, fuelling, water, greasing, meeting stations, and entering facing points at 5 miles per hour; and for these contingencies 1 hour 34 minutes is allowed, thus reducing the time of actual running to 5 hours 57 minutes, equivalent to a speed of 17½ miles per hour.

4. The only way of securing an earlier arrival at Beypore is to start the train earlier from Pothanore, but this will involve an additional stopping station for the mail train from Beypore which it seemed desirable to avoid. If the Government, however, see no objection to this additional stop, the time of arrival at Beypore of the local train can be sensibly improved by the adoption of the following time-table; but I must ask that it may not be put in force for a month, as the whole of the working orders and time-tables for the new service have already been issued, and it is not desirable to make any further change at the last moment.

	Arr.	Dep.
		A.M.
Pothanore	9-38	9-40
Muddikurray	10-12	10-16
Walliar	10-48	10-52
Conjecode	11-15	11-35
Palghat	11-55	11-58 meet 7-30 A.M.
Purley	12-30	12-48 .. 10 A.M. mail.
Luckady	1-6	1-14
Wottapollum	1-49	1-50
Shoranoor	2-14	2-17
Puttamby	2-55	3-0
Cootipooram	3-31	3-41
Tiroor	3-59	4-2
Tanoor	4-20	4-23
Perpengady	4-50	
Beypore	P.M.	P.M.

*Proceedings of the Madras Government, Public Works Department,
19th September 1873.*

5. The train is now advertised will arrive at Beypore at 6-15 P.M. and not at 6-30 as shown in the time-table submitted for the sanction of Government.

No. 320D. ORDER THEREON, 19th September 1873, No. 2,330B.

RAILWAY, No. 47A.

His Excellency the Governor in Council is satisfied that full consideration has been given by the Madras Railway

authorities to the wishes of the Government as regards acceleration of the mail train between Beypore and Madras; and concedes their reasonable request to be allowed to bring practical experience to bear upon the subject, under the arrangements at present in force, for a sufficient time to enable the question of further acceleration to be decided on safe grounds. The Government desire to receive in the course of three months from this time a report upon this subject. It appears that the speed of the mail train between Calcutta and Bombay is, including stoppages, 23 miles an hour, and it would appear that there can be no reason why this speed should not be attained by the mail train of the Madras Railway.

2. But His Excellency in Council is no more satisfied with the proposed re-arrangement of the mixed train service from Pothanore to Beypore than he was with that objected to in paragraph 3 of the order of the 22nd August, No. 2,090A. It is not, as put in the papers now submitted, so much a question of the possibility of increasing speed that is insisted on by the Government in the interests of the industrious population of Malabar, but whether such a decrease of speed formerly maintained shall be permitted as shall unnecessarily cause arrival at Beypore at even a later hour than has already for years been condemned as inconvenient. In the arrangement objected to by Government it was proposed to run the mixed train from Pothanore to Beypore in 7-35 hours, the former time having been 6-50 hours. His Excellency in Council is glad to find that a revision has already been made to 7-20 hours, but this is half an hour worse than formerly; and what is now suggested would be no improvement involving as it would 7-30 hours. It does not seem much to insist with reference to this particular train that the old rate of speed shall at least be maintained if it cannot be improved upon; the speed of the mixed trains generally being allowed to be slackened on other parts of the line where inconvenience is not thereby entailed. If the orders of Government on this head can in no other way be met, it will be necessary to take into consideration the question of running a goods train regularly between Palghat and Beypore to take up such traffic as now delays the mixed train so long.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.
Exd. E. C. Shunker.
Spare Copies.

Erratum

In Manuscript H. O. dated 19th
September 1873 Paragraph 2 -

For "paragraph 3 of order"
above quoted -

Read - paragraph 3 of the order
the 22nd August No. 2090 A

W. J. Ockfey

For the Secy to the Bd.

W. J. Ockfey
Ag. Secy

for Secy to Bd.

No. 649

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE

Madras, 28th August 1872.

From

Mr. Barton Wright Esq.
Acting Agent and Manager of the M.R.

To

Lieut Colonel S. H. Shaw Stewart Esq.
Consulting Engineer for Railways.

Sir,

With reference to your letter No 775 dated 25th instant, I have the honour to forward you copy of a letter from the M.R. Manager No 776 of this date.

2. With the view of arranging to meet as far as practicable, the wishes of His Excellency the Governor in Council I have fully discussed with a Mr. Church the suggestion as to the acceleration of the Mail Train between Beypore and Jallapatt and also the matter of the desirability of arranging for the earlier arrival of the Local Train at Beypore.

3. I think it may be found

possible to accelerate in same degree
the speed of the Mail Train from
Beypore to Jallorapett, but it must
be borne in mind -

- 1st - That the gradients over that portion
of the line especially in the
direction Eastward are very
unfavourable,
- 2^{ndly} - That at every station there is at
least one pair of facing points
in running over which the speed
has to be reduced to 5 miles an
hour -
- 3^{rdly} - That the time allowed for Traffic
Requirements at the 4 principal
Stations of Palghat, Kothamoor
Junction, Erode Junction, and
Salem alone amounts to 84 minutes
- 4th - That there are other stoppages
necessary for water, fuel and
for meeting Trains.

4. I find that on the run
from Beypore to Jallorapett there are 17
stations at which the train is timed to
stop and 13 through which it runs
without stopping - Allowing 6 minutes
for stopping and starting at each of the

80
5. This Train is obliged to stop at Puttambay, and Perundaray, because it has to meet other Trains at those Stations - It is timed to stop at Sherravoy Hill's Station for water but possibly this may be abated.

6. Sherravoy is a large and important Station and I do not think its inhabitants should be deprived of the privilege they now enjoyed even since the line has been open to that Town - It might however be arranged to do without stopping at Sherravoy.

7. Taking into consideration the circumstances above explained I would venture to beg that the Government may be pleased to allow us to make a trial of the Train Table presently sanctioned which already provides for a greatly increased speed, leaving the question of its further acceleration to be afterwards considered all such time as we are able to bring our practical experience to bear upon the subject by the aid of the results of the

From
MADRAS RAILWAY
To
The Agent and Manager,
The Consulting Engineer
for Railways,
Dated
157
Recd.

Experiment of Augmentation of Speed
which we are just about to make.

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train between Pothanoor and Beypore
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an extra stoppage for the 10th A.M.
train from Beypore. I have in
communication with the Traffic Manager

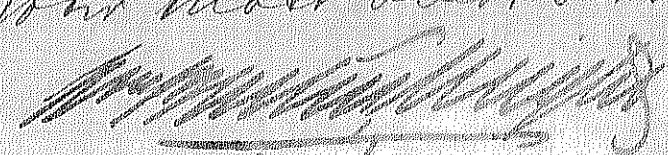
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MAADRAS RAILWAY.
From
The Agent and Manager,
To
The Consulting Engineer,
For Pothanoor.
Dated
Recd.

Mail will not admit of its stopping at all stations, the local train preceding the Mail from Beypore will afford the passengers from every minor station the opportunity of going to a station where the Mail train is timed to stop, whilst the local train following the Mail train from Pothanoor will enable passengers travelling by the Mail train but desiring to go to a minor station to alight at any of the principal stations and then take the local train to their destination.

10. Although the local train is timed to arrive at Beypore at 6-15 P.M., the difference of time between Railway time and local time being about 20 minutes, the arrival of the train will be about 5-55 P.M. Beypore time, so that there will probably be sufficient time to cross the river by daylight at this time of the year.

I have the honour to be,
 Sir,
 Yours most obedient servant

 Acting Agent - Travancore

From
 The Agent and Manager,
 MADRAS RAILWAY.
 To
 The Consulting Engineer
 for Railways,
 1st
 District
 Beypore

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 456.

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,

In acknowledging receipt of the order of Government dated the 22nd ultimo No. I have the honour to state that I have been in communication with the Madras Railway authorities upon the points noticed in paragraphs 2 and 3. I beg to submit, for the consideration of His Excellency in Council, a letter from the Agent, from which it will be seen that, in order to admit of the mail train leaving

No 649
28 Aug 73
with enclosure

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

28 August 73

Recd

29

No 649

Respecting Copy of
a letter from the
Public Works
Department to
the Consulting Engineer
regarding the
proposed alterations to
the mail train between
Madras & Calcutta
No 2326 of 19th July 73
P.W. 484/73.

leaving Berypore at 12 noon instead of 10 a.m., it would have to run at an average speed of 39 miles an hour, instead of 30 miles as proposed.

Mr. Barton Wright also shows, of the four stations at which it is suggested in the Order of Government that the train in question should not stop, that at Pullamby it will meet the 6 p.m. mail train from Madras, and at Peranduray the 2.15 p.m. goods train from Palam; that at the Shewaroy Hills station it is timed to stop for water; and that Tripatore is an important station, which it would be inconvenient to pass without halting.

2. Under these circumstances the Railway Authorities beg that

that the arrangements for the mail trains upon the South-West line which were sanctioned by Government in their Proceedings under date the 4th August 1873, No 44 A, may be allowed a fair trial; leaving the question of the further acceleration of these trains to lie over until such time as the practical results of the increased speed now being introduced can be ascertained. In strongly seconding this request, I beg to point out that the proper arrangement of the train service upon a line of single railway more than 400 miles in length, with numerous branches and junctions, is a matter of no little difficulty; and that any such arrangement must, at

at the best, be a compromise
between economy of working and
the desire to serve the numerous
interests dependent on the railway.

Referring on this, I solicit
special attention to the following
remarks of the Traffic Manager:-

"The increased speed of the
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stations

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been suggested by the Traffic
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the arrangement now in force,
is here shown:-

Stations	arrangement now in force		Proposed alteration	
	arrive	depart	arrive	depart
	a. m.	a. m.	a. m.	a. m.
Pothanore	—	10.55	—	9.20
Muddikunij	11.10	11.15	9.38	9.40

Walliar	11. 47	11. 51	10. 12	10. 16
Corfecode	12. 23	12. 27	10. 48	10. 52
Palghat	12. 30	1. 31	11. 15	11. 35
Parley	1. 50	1. 53	11. 55	11. 58
Quetady	2. 23	2. 26	12. 30	12. 48
Wootapottian	2. 41	2. 49	1. 6	1. 14
Shoranoor	3. 15	3. 19	1. 40	1. 50
Puttambay	3. 43	3. 46	2. 14	2. 17
Cootipootam	4. 24	4. 29	2. 55	3. 0
Triviro	5. 0	5. 10	3. 31	3. 41
Tanoor	5. 26	5. 29	3. 59	4. 2
Perpangady	5. 45	5. 48	4. 20	4. 23
Beypore	6. 15	6. 18	4. 50	

There are two objections to the proposed alteration, which were fully considered when the arrangements now in force were prepared:—first, that the only two trains which run from Potharore to Beypore will start at an interval of only 55 minutes; and second, that an additional stoppage to the 10 a.m. mail train will be rendered necessary, at Quetady. If the proposed

proposed alteration is approved of by His Excellency in Council, it can be brought into operation on the 1st proximo; and upon this point I beg to be favoured with early instructions.

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Have the honour to be
Sir

Yours most Obedient Servant
Wm. Stewart
A. J. O. R. E.

Madras 23rd Sept. 1873
 1st September 1873
 Comd. Surg. for Railways

And
Bentley

No 2330/1903

Pro of the Madras Govt

Read the following

From the Mysore Ry. (H.E. No 456 of 1 Sep/03)

His Excellency the
Governor in Council
is satisfied that full
consideration has been
given by the Madras
Railway Authorities
to the wishes of the
Government as regards
acceleration of the

W. J. 19

hours, the former time
having been 6-50 hours -

His Excellency in Council
is glad to find

that a revision has
already been made to

7-20 hours; but this
is half an hour

worse than formerly -

and what is now sug-
gested would be

no improvement in-
volving as it would

7-30 hours - It does
not seem much to

Former Times
Up Potomac - 8-0 A.M.
Back by River - 2-50 P.M.
6-50 hours

Arrangement suggested to
be made in P.O. No. 2090 A of 22nd Sept
Up Potomac - 10-55 A.M.
Back by River - 6-15 P.M.
7-30 hours

Now proposed
Up Potomac - 9-20 A.M.
Back by River - 4-50 P.M.
7-30 hours

insist with reference
to this particular
train that the old
rate of speed shall
at least be main-
tained if it can-
not be improved upon,
the speed of the hinged
trains generally being
allowed to be slackened
on other parts of the
line where inconve-
nience is not thereby
entailed - If the orders
of Government on this
head can in no other

Can't argue for Railways

Ans. E. Copy dropped. 2/10/15

to the Consulting Engineer
for Railways

陈其南

Figure 1

2. 0. 19° Left. to 2330 B.

Box 226-229

Madras Railway. Reprising
Orders on letter from the
Com. Engg. proposing
further modifications
in the running of
trains on the M. S. line
of the Madras Ry.