M.R.O. 1—10,006—28-2-50.

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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No. 3063		Press
~~B.P. No.~~ 338-339		~~Mis.~~
Dated 20.12.1873		~~195~~ .

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 20th December 1873.

No. 338. Read the following letter from Lieutenant W. H. COAKER, R.E., for Consulting Engineer for Railways, to Colonel G.W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 8th October 1873, No. 534:—

I HAVE the honour to forward a revised time-table for the North-West Line, Madras Railway, consequent on the opening of the Kistna bridge which is arranged for the 9th instant. Mr. Conder in his letter* herewith submitted states that it is not probable that the changes in the train service on the Great Indian Peninsula Railway will be introduced so early as the date of opening of the bridge. In anticipation of the sanction of Government, I have authorized the Agent of the Madras Railway to proceed with the printing of the new time-table, so that no unnecessary delay may occur in the introduction of the improved service between Madras and Bombay.

* To the Traffic Manager, Madras Railway, dated 3rd October 1873, No. 18,420.

2. The mail train will leave Madras at 6 P.M. and run with the South-West Line mail as far as Arconum, where the trains will be divided. The time of arrival at Raichore is set down as 11-50 A.M.; but this will be altered to 11-35 A.M., so as to allow of a stoppage there of 40 minutes as requested by the Great Indian Peninsula Authorities. The time of departure is set down as 1-50 P.M., but for the same reason this will be altered to 2-5 P.M., and the time of arrival at Madras will be 7 A.M., or one hour later than the South-West Line mail. Unless the latter be delayed, it will not be possible to run the two trains together from Arconum, and on other grounds I agree with the Railway Authorities that it will be better that they should run independently of each other. In trains running over such long distances, it is possible that either may be late at Arconum, and then one set of mails would be detained on account of the other. The time occupied in the double journey between Madras and Raichore will be 34½ hours, giving an average speed, including all stoppages, of 20½ miles per hour.

3. The arrangement of the local train service is explained in the Traffic Manager's letters,* and differs but little from that in force before the 11th June last, when the changes consequent on the interruption of traffic over the bed of the Kistna were introduced.

* Dated 3rd and 6th October 1873, Nos. 635 and 642.

4. The contemplated changes in the South-West Line trains will be reported to Government so soon as they are finally settled by the Railway Authorities.

From H. E. CHURCH, Esq., Traffic Manager, to W. BARTON-WRIGHT, Esq., Acting Agent and Manager, Madras Railway, dated Madras, 3rd October 1873, No. T 635.

Train Service, North-West Line.

IN anticipation of the opening of the Kistna bridge on the Great Indian Peninsula Railway, which Mr. Conder informs me will probably take place about the 10th instant, I beg to submit a revised time-table for the North-West Line.

2. It is proposed to despatch the South-West and North-West Lines mails from Madras at 6 P.M. in one train, and to divide the trains at Arconum.

3. The North-West Line mail will reach Raichore at 11-50 A.M. the following day, performing the journey of 351 miles in 17 hours and 50 minutes, equivalent to a speed of 19¾ miles per hour *including all stoppages*, and to a speed of 21¾ miles per hour exclusive of stoppages for refreshment and changing engines, etc., at the principal stations.

4. In the other direction the North-West mail will leave Raichore at 1-50 P.M. (25 minute after the arrival of the train from Bombay), and will reach Madras at 7 A.M. the following day, performing the journey of 351 miles in 17 hours and 10 minutes, equivalent to a speed of 20½ miles per hour including all stoppages, and to something over 22 miles per hour exclusive of stoppages for refreshment and changing engines at the principal stations.

5. The 7 A.M. train from Madras will reach Cuddapah at 5 P.M. instead of 6-40 P.M. as at present, and the morning train from Cuddapah will leave that station at 9-15 A.M. instead of 8-45 A.M., arriving at Madras at the same time as at present, viz., 7-10 P.M.

6. The local train from Cuddapah to Bellary will leave Cuddapah at 10-15 A.M. instead of 8 A.M., and will arrive at Bellary at 7-30 P.M. instead of 4-50 P.M.

7. The local train from Bellary to Cuddapah will leave Bellary at 6-15 A.M. instead of 9 A.M., and will arrive at Cuddapah at 4-10 P.M. instead of 6 P.M.

8. This service provides direct communication between Madras and Raichore, between Madras and Bellary, and between Bellary and Raichore in both directions.

9. I shall be glad of early sanction so that the time-tables may be put in hand.

From H. CONDER, Esq., General Traffic Manager, Great Indian Peninsula Railway, to H. E. CHURCH, Esq., Traffic Manager, Madras Railway, dated Bombay, 3rd October 1873, No. 18,420.

WITH reference to my letter, No. 17,796, of the 23rd ultimo, the opening of the Kistna bridge is finally fixed for the 9th instant, after which date our trains will run through to Raichore.

2. We have sent on to Government proposals for the new time-table, but there seems not to be much chance of their being sanctioned in time for that.

3. The time of arrival at Raichore of our train is fixed in the proposals sent forward at 1-25 P.M. as previously advised to you, and of the departure from Raichore at 12-15 noon.

4. I have no doubt you have seen the letter of the Postmaster-General, Madras, as to a faster through train service. We have said that we do not propose to make any alterations in the times quoted above, and have suggested that at least 40 minutes should be allowed for the halt at Raichore, both on the up and the down journey; for we find that at Jubbulpore as well as at Raichore the work that has to be done in transferring luggage, etc., cannot be completed in less than 40 minutes. I hope therefore that you will also adhere to that time. We tried to do with less at Jubbulpore, and it invariably ended in the train getting a late start.

5. We have also suggested that as our speed from Bombay to Raichore, exclusive of the time allowed for the ghaut, is 20 miles an hour, your Company might probably run at the same pace, and if you do so the through service would be at the following times, viz. :—

Madras departure 4-15 P.M., Bombay departure 2 P.M.
Raichore arrival 11-45 A.M., Kurjut departure 4-47 P.M.
Do. departure 12-25 noon, Lanowlee arrival 6-32 P.M.
Poona arrival 4-55 A.M., Poona arrival 8-45 P.M.
Do. departure 5-30 A.M., do. departure 9-15 P.M.
Lanowlee departure 7-35 A.M., Raichore arrival 1-25 P.M.
Kurjut arrival 9-20 A.M., Raichore departure 2-5 P.M.
Bombay arrival 12-15 noon, Madras arrival 7-35 A.M.

6. I dare say there will be some pressure put upon us to reduce the time, but there is no probability whatever of our altering it as between Raichore and Bombay, and we shall not agree to any less halt at Raichore than 40 minutes.

7. If we find there is any great difficulty in getting the times settled, we shall ask Government for sanction to carry them out subject to modifications as may be subsequently agreed to, but it is now too late to do that by the 9th instant.

8. I would suggest therefore that you should get your bills in type as we are doing with ours, so that at a few days' notice they may be brought into force. Please send me the actual times of arrival and departure on your line.

Proceedings of the Madras Government, Public Works Department, 20th December 1873.

From H. E. CHURCH, Esq., Traffic Manager, to W. BARTON-WRIGHT, Esq., Acting Agent and Manager, Madras Railway, dated Madras, 6th October 1873, No. T 642.

Train Service, North-West Line.

IN continuation of my No. T 635 of the 3rd instant, it is proposed to start the local train from Madras to Tripetty at 2-30 P.M. instead of 2-15 P.M., and to arrive at Tripetty at the same time as at present, viz., 8-10 P.M.

2. It is also proposed to curtail the stoppage at Arconum of the 6-15 A.M. from Tripetty so as to arrive at Madras at 11-45 A.M. instead of 12-25 P.M.

3. In lieu of the 4-45 A.M. from Ghooty to Bellary, and the 5-30 P.M. from Bellary to Ghooty, a train will leave Goondacul at 8-15 A.M., arriving at Bellary at 9-50 A.M., and a train will leave Bellary at 3-40 P.M., arriving at Goondacul at 5-15 P.M. Both of these trains will run in connection with the Main Line mail trains.

MADRAS

Draft Time-table of Trains for the North-

Stations.		1	2	3	4	5	6
		Mixed.	Mixed.	Mail.	Mixed.	Present Mail.	Bombay Govt.
		A. M.	P. M.	P. M.	A. M.		
Madras	Dept.	7 0	2 30	6 0	... ...	2 45	... ...
Goods Shed Junction		... ...	... ...	... ...	... ...	... ...	... ...
Perambore		7 10	2 42	... ...	... ...	... ...	... ...
Avady		7 39	3 15	6 30	... ...	... ...	... ...
Tinnanore		7 53	3 35	... ...	... ...	... ...	... ...
Trivellore		8 15	4 8	7 0	... ...	... ...	... ...
Cudumbatoor...		... ...	4 22	... ...	... ...	... ...	... ...
Chinnamapett		... ...	4 45	... ...	... ...	... ...	... ...
Arconum	Arr.	9 5	5 5	7 40	... ...	... ...	... ...
Do.	Dept.	9 15	5 20	8 15	... ...	4 [illegible]	... ...
Tirutany		9 41	5 55	... ...	... ...	... ...	... ...
Naggery		10 13	6 31	... ...	... ...	... ...	... ...
Puttoor		10 46	7 13	9 20	... ...	... ...	... ...
Poody		11 17	7 50	... ...	... ...	... ...	... ...
Tripetty	Arr.	11 34	8 10	10 0	... ...	... ...	... ...
Do.	Dept.	11 45	... ...	10 5	... ...	... ...	... ...
Ballypully		... ...	... ...	... ...	... ...	... ...	... ...
Codoor	Arr.	1 0	... ...	11 20	... ...	... ...	... ...
Do.	Dept.	1 30	... ...	11 25	... ...	... ...	... ...
Reddypully		2 16	... ...	... ...	... ...	... ...	... ...
Rajampett		2 47	... ...	... ...	... ...	... ...	... ...
Nundalore		3 22	... ...	12 45	... ...	... ...	... ...
Wontimettah...		4 5	... ...	... ...	... ...	... ...	... ...
Cuddapah	Arr.	5 0	... ...	1 55	... ...	11 [illegible]	... ...
Do.	Dept.	... ...	... ...	2 10	10 15	10 [illegible]	... ...
Camalapoor		... ...	... ...	2 54	11 8	... ...	... ...
Yerragoontla...		... ...	... ...	3 21	11 45	... ...	... ...
Moodanoor		... ...	... ...	3 51	12 21	... ...	... ...
Kondipuram		... ...	... ...	4 35	1 15	... ...	... ...
Tadputry		... ...	... ...	5 25	2 17	... ...	... ...
Royalchervoo		... ...	... ...	6 8	3 7	... ...	... ...
Ghooty	Arr.	... ...	... ...	6 55	4 3	... ...	... ...
Do.	Dept.	... ...	... ...	7 15	4 30	... ...	... ...
Goondacul	Arr.	... ...	... ...	8 0	5 20	4 [illegible]	... ...
Goondacul	Dept.	... ...	... ...	8 15	5 40	... ...	... ...
Goondacul Junction		... ...	... ...	... ...	... ...	... ...	... ...
Veerapoor		... ...	... ...	9 9	6 40	... ...	... ...
Bellary	Arr.	... ...	... ...	9 50	7 30	... ...	... ...
Goondacul	Dept.	... ...	... ...	8 10	... ...	[illegible]	... ...
Goondacul Junction		... ...	... ...	... ...	... ...	... ...	... ...
Nuncherla		... ...	... ...	8 33	... ...	... ...	... ...
Auspree		... ...	... ...	9 9	... ...	... ...	... ...
Adoni	Arr.	... ...	... ...	9 42	... ...	... ...	... ...
Do.	Dept.	... ...	... ...	9 52	... ...	... ...	... ...
Kosgee		... ...	... ...	10 39	... ...	... ...	... ...
Toongabudra...		... ...	... ...	11 3	... ...	... ...	... ...
Mutmurri		... ...	... ...	11 20	... ...	... ...	... ...
Raichore	Arr.	... ...	... ...	*11 50	... ...	[illegible]	... ...
		P. M.	P. M.	A. M.	P. M.	[illegible]	... ...

MADRAS,

3rd October 1873.

Public Works Department, 20th December 1873.

RAILWAY.

West Line on the opening of the Kistna Bridge.

Stations.		1	2	3	4	5	6	
		Mail.	Mixed.	Mixed.	Mixed.	Present Mail.	Bombay Govt.	
		P. M.	A. M.	A. M.	A. M.	P. M.		Arrive.
Raichore	Dept.	†1 50	... ...	... ...	... ...	6 0	... ...	
Mutmurri		2 19	... ...	... ...	... ...	... ...	... ...	
Toongabudra		2 35	... ...	... ...	... ...	... ...	... ...	
Kosgee		2 57	... ...	... ...	... ...	... ...	... ...	
Adoni...	Arr.	3 45	... ...	... ...	... ...	... ...	... ...	
Do.	Dept.	3 55	... ...	... ...	... ...	... ...	... ...	
Auspree		4 28	... ...	... ...	... ...	... ...	... ...	
Nuncherla		5 5	... ...	... ...	... ...	... ...	... ...	
Goondacul Junction		... ...	... ...	... ...	... ...	... ...	... ...	
Goondacul	Arr.	5 25	... ...	... ...	... ...	9 45	... ...	
Bellary	Dept.	3 40	6 15	... ...	... ...	... ...	... ...	
Veerapoor		4 21	6 56	... ...	... ...	... ...	... ...	
Goondacul Junction		... ...	... ...	... ...	... ...	... ...	... ...	
Goondacul	Arr.	5 15	7 55	... ...	... ...	... ...	... ...	
Goondacul	Dept.	5 35	8 30	... ...	... ...	9 55	... ...	
Ghooty	Arr.	6 10	9 20	... ...	... ...	... ...	... ...	
Do.	Dept.	6 40	10 10	... ...	... ...	... ...	... ...	
Royalchervoo		7 25	10 57	... ...	... ...	... ...	... ...	
Tadputri		8 10	11 49	... ...	... ...	... ...	... ...	
Condipuram		9 3	1 8	... ...	... ...	... ...	... ...	
Moodanoor		9 46	2 2	... ...	... ...	... ...	... ...	
Yerragoontla		10 15	2 40	... ...	... ...	... ...	... ...	
Camalapoor		10 43	3 15	... ...	... ...	... ...	... ...	
Cuddapah	Arr.	11 25	4 10	... ...	... ...	A. M. 3 32	... ...	
Do.	Dept.	11 40	... ...	... ...	... ...	3 45	... ...	
Wontimetta		... ...	... ...	... ...	... ...	... ...	... ...	
Nundalore		12 45	... ...	... ...	... ...	... ...	... ...	
Rajampett		... ...	... ...	... ...	... ...	... ...	... ...	
Reddypully		... ...	... ...	... ...	... ...	... ...	... ...	
Codoor	Arr.	2 0	... ...	... ...	... ...	... ...	... ...	
Do.	Dept.	2 5	... ...	... ...	... ...	... ...	... ...	
Ballypully		... ...	... ...	... ...	... ...	... ...	... ...	
Tripetty	Arr.	3 20	... ...	... ...	... ...	... ...	... ...	
Do.	Dept.	3 25	... ...	6 15	2 30	... ...	... ...	
Poody...		... ...	... ...	6 43	2 51	... ...	... ...	
Puttoor		4 4	... ...	7 20	3 23	... ...	... ...	
Naggery		... ...	... ...	7 56	3 57	... ...	... ...	
Tirutany		... ...	... ...	8 30	4 31	... ...	... ...	
Arconum	Arr.	5 10	... ...	8 55	4 55	9 5	... ...	
Do.	Dept.	5 15	... ...	9 5	5 10	9 25	... ...	
Chinnamapett		... ...	... ...	9 27	... ...	... ...	... ...	
Cudumbatoor...		... ...	... ...	9 49	... ...	... ...	... ...	
Trivellore		6 0	... ...	10 3	5 53	... ...	... ...	
Tinnanore		... ...	... ...	10 31	6 15	... ...	... ...	
Avady...		... ...	... ...	10 51	6 30	... ...	... ...	
Perambore		... ...	... ...	11 27	7 0	... ...	... ...	
Goods Shed Junction ...		... ...	... ...	... ...	... ...	... ...	... ...	
Madras	Arr.	7 0	... ...	11 45	7 10	11 0	... ...	
		A. M.	P. M.	A. M.	P. M.	A. M.	A. M.	

† 10 or 2-5 P.M.—5 Connecting train from Goods Junction.

(Signed) W. BARTON-WRIGHT,
Acting Agent and Manager.

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

Proceedings of the Madras Government, Public Works Department.
20th December 1873.

No. 339. ORDER THEREON, 20th December 1873, No. 3,063.

RAILWAY, No. 46.

FINAL orders on the subject of this letter having been deferred in compliance with the wishes of the Bombay Government, and their arrangements having been communicated to the Consulting Engineer for Railways with G. O., No. 58, of the 12th December, it remains only to confirm the conditional sanction accorded in G. O., No. 2,581A, of 22nd October, to the time-table proposed for working between Madras and Raichore.

2. The arrangements now made, though doubtless the best that can be desired for conveyance of mails between Madras and Bombay, are observed to involve great delays in the transmission of those mails to and from the west and south of the Madras Presidency. Thus the mail from Bombay arriving at Arconum at 5-10 A. M. is detained there till 7-10 P. M., or 14½ hours, before being forwarded west and south; and the west and south mails arriving at Arconum at 4-10 A. M. are not sent on to Bombay till 7-10 P. M., a detention of 15 hours.

3. His Excellency the Governor in Council remits, for the consideration of the Postmaster-General, in communication with the Consulting Engineer for Railways, the subject of remedying this undoubted defect, the simplest method of doing which would appear to be the utilization of some of the ordinary trains for postal purposes in connection with the Bombay mail trains.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.
" Postmaster General.
" Public Department.

Encl. E. C. Shunker.
Spare Copies

Railway Department. CONSULTING ENGINEER'S OFFICE.

No. 536

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,

I have the honour to forward a revised time table for the North-West line, Madras Railway consequent on the opening of the Hiatna bridge which is arranged for the 9th instant. Mr. Bonder in his letter herewith submitted states that it is not probable that the changes in the train service on the Great Indian Peninsula Railway will be introduced so early as the

date

L. the Traffic Manager, M.R. dated 3rd October 1873 No. 18,420.

date of opening of the bridge. In anticipation of the sanction of Government I have authorised the Agent of the Madras Railway to proceed with the printing of the new time table, so that no unnecessary delay may occur in the introduction of the improved service between Madras and Bombay.

2. The mail train will leave Madras at 6 p.m. and run with the South-West line mail as far as Arcanum, where the trains will be divided. The time of arrival at Raichore is set down as 11-50 a.m. but this will be altered to 11.35 a.m. as to allow of a stoppage there of 40 minutes as requested by the Great Indian Peninsula authorities. The time of departure is set down as 1-50 p.m. but for the same reason this will be altered to 2-5 p.m. and the time of arrival at Madras will be 7 a.m. or one hour later than the South West line mail. Unless the later train is delayed it will not be possible to run the two trains together from Arcanum, and on other grounds I agree with the Railway Authorities that it will be better that they should run independently of each other. In running over such long distances it is possible that either may be late at Arcanum, and then one set of mails would be detained on account of the other. The time occupied in the double journey between Madras and Raichore will be 34½ hours, giving

an

an average speed, including all stoppages, of 20 1/3 miles per hour.

3. The arrangement of the local train service is explained in the Traffic Manager's letter* and differs but little from that in force before the 11th June last, when the changes consequent on the interruption of traffic over the bed of the Kistna were introduced.

* dated 3rd & 6th October 1893 Nos. 655 & 642.

4. The contemplated changes in the South-West line trains will be reported to Government as they are finally settled by the Railway Authorities.

I have the honour to be
Sir
Your most Obedt. Servt.

Madras
October
1893

W. Hoole Lt. R.E.
for Chief Engr. for Rys.

P.W. 1873 Departt
Pro. Proc for Decr

RAILWAY DEPARTMENT.

From No. 1873. 5505.

The Consulting Engineer
for Railways,

To

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

Dated 8 December 1873.

Recd. 9 " "

Enclo No. 534

Regarding the time for the N. Arcot Bridge consequent on the passing of the Kistna Bridge

No. 338
Rec. 8-12-73

Result 19-11-73 Rec. 5-12-73
Cir 17 Nov 73 R. 19-
Rec. 8-12-73

No. 3063-20 Dec 73

I would omit from 2
to 3 entirely - It
is terribly important
to meet the Agents
without having 2
mail trains at
least - and we
should not be fair.
least in inviting
the consequent ex-
pense. The Mail
should arrive by
the trains.

L & L.

6.12.73

Despatched 24/11/73

Rec'd 19.11.73 and Ans. 5-12-73 SAS

Rec'd 17 Nov 73 Ans. 19th

Secretariat [illegible]
Public Works Dept
Despatches

The Private Secretary
sent in the old
one. Private Secretary
Dept

I do not see how
this despatch can
be sent - unless we
have 2 trains daily.
which will not
happen. But I should
like first to be
as sensible to time
taken for the
trains.

L & L.

5535

17a

Public Works Dept

Read the following Telegram.

From Bombay Govt to Govt Madras Govt to Govt.

Have arranged accelerated mail
Service Bombay and Raichore Bombay
departure two thirty arrival eleven
fifteen - Madras Government will
probably desire to defer sanction
service between Madras and Raichore
till acquainted with detail of above
arrangement.

Reply.

From Madras Govt to Govt. To Bombay Govt to Govt

Madras Government will
defer sanction service between Mad-
-ras and Raichore till acquainted
with full details of your
arrangements

Copy

5585

Copies of the above forwarded to the Consulting Engineer for Railways for information.

[illegible] Secy: to Govt

Ootacamund
1/3 Oct 1873

To

The Consulting Engineer
for Railways

The Bombay [illegible] Govt. Railways
[illegible] connected [illegible] Railway;
[illegible] Bombay [illegible] 4½ miles
in which [illegible] Goods [illegible] 6½ hours
[illegible] time [illegible] depositing
[illegible] inspected by [illegible] at 2-30 P.M.
[illegible] Bombay 2 P.M. [illegible]
[illegible] at 11-15 A.M.
[illegible] Railways at 5-15 P.M. The
[illegible] of the [illegible]
total [illegible] hours
[illegible] 20 3/4 [illegible]
[illegible] a [illegible] of 21 [illegible] miles
[illegible] hours [illegible] miles
[illegible] G.I.P. Railway [illegible]
[illegible] and depositing [illegible] at Rai-
[illegible] inspected [illegible] P.M. [illegible] de-
[illegible] 1-25 P.M. [illegible] Bombay being
[illegible] Surat 2 A.M. [illegible] they
[illegible] exchanged [illegible] of 120 miles
[illegible] a [illegible] of the time
[illegible] allowed for the Madras Railway
[illegible] the [illegible]
[illegible] inspected [illegible] to start at 2-25
There [illegible] 40 minutes halt)
P.M. (after [illegible] Madras at the
[illegible] per passenger
A.M. [illegible] 35½ miles in 17
hours [illegible] at the rate of 20½ miles per
hour
There [illegible]

It is observed that although the Madras Railway Agent propose to run both the N.W. and S.W. Mail trains out of Madras as far as Arconum as one train, they do not propose to run them together for the drains and sufficient reasons that delays to either of these long distance trains would affect the delivery of the Mail carried by the other.

The Postmaster General is known not to desire earlier arrival at Madras than 7 A.M. so far as the convenience of his Dept. is concerned; so that again if the rate of 20½ miles proposed by the Railway Agency be sufficient, the Bombay Govt. may be requested to let the arrangement proposed by the G.I.P. Management as between Raichore and Bombay stand; or if greater speed be insisted on, Mr. … by the latest start from Bombay consistent with passage

The P.M.G. proposes 3 P.M.

… of daylight … further to be re-

9 1a

It is only at the present stage of the proceedings that it is possibly necessary on the part of Railway Administration for the … of Govt. proposals for approval of alterations of Time tables to take effect from certain dates before which it is perfectly impossible that orders can be issued; the result being that the Consg. Engr. gives a provisional sanction, which the Govt. is compelled to ratify, or incur the responsibility of inconveniencing the Public Service. It is submitted that the probable date of opening of such a structure as the Kistnah Bridge might have been foreseen by some months, & that it is the duty of the Consg. Engr. in concert with the Railway Agency to prepare and submit pro-

I should be inclined to accept his tender without much demur.

The fact is that the time of completion has been unexpectedly anticipated by some weeks and I know that the thing was not foreseen by your Railway Department, for I had been writing to Mr Barton Wright about my family's journey.

We are not authorized to find fault with the G. I. P. Railway as we may have been in communication

Communication with
the Bombay Government
for some time past
for all we know and
the blame may lie
higher up.

I would convey
the request suggested
by the Chief Secretary
to both the Postal
and Railway Departments.

14/10 MP

No. 5505

Dbt. of {1873} Works.

PUBLIC WORKS.

The Commissioner of Railways for

Secretary writes Illustrations

Revised Time Table for the

E. Br. Line, Madras Ry.

Passes orders on letter from

the Supt. Forwarding

Revised Time Table cor-

rection in the opening of

Cuttack Bridge.

G. O., 20 Dec 1873 No. 3063.

Nos. 338 & 339

12-11-73

h: 338-39