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ADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

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*Proceedings of the Madras Government, Public Works Department,
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No. 50. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 6th December 1872, No. 675:—

I HAVE the honour to report, for the information of Government, that since the receipt of their Order, dated the 2nd ultimo, No. 2,584, I have been in communication with the Postmaster-General and with the authorities of the Madras Railway upon the subject of the changes proposed in the train service. The Order in question was at once communicated to the Railway authorities, and

* From Agent, No. 822, dated 13th November 1872, with enclosure. I enclose two letters* which subsequently passed between the Agent and this office. No reply has come to the second of these letters; but I understand that the Railway authorities do not consider it advisable to open the Neilgherry Branch to Coimbatore so long as the train service remains unchanged.

2. Immediately after the Order of Government under acknowledgment reached this office I received the Postmaster-General's letter,† dated the 9th ultimo, in which it is explained that, in order to remove the inconvenience which the existing train service between Bombay and Madras occasions to the mails, it has been proposed to start the mail train from Bombay at 2-30 P.M. instead of at 11 A.M., and to run between Bombay and Raichore at a considerable increase of speed, the saving of time to be effected in the 426 miles being no less than 4½ hours. Under instructions from the Director-General the Postmaster-General suggested that the time tables of the Railways in this Presidency should be altered and made to suit those arrangements, and that the trains should be run at accelerated rates of speed corresponding to the proposed rate between Bombay and Raichore.

3. At my suggestion a meeting was arranged to be held upon the 18th ultimo for the discussion of the many points which required consideration; but owing to an accident the Agent of the Madras Railway was unable to be present, and a second meeting was held upon the 26th ultimo which was attended by the Postmaster-General, the Agent and the Traffic Manager of the Madras Railway, and myself. At this meeting the whole question was thoroughly discussed, but the views held by the Postmaster-General on the one hand and by the Railway authorities on the other were so hopelessly antagonistic that it seemed best, as the only possible way of arriving at a decision, to lay before Government Major Bourke's proposals with the Railway authorities' objections to them, and to suggest to His Excellency in Council the advisability of holding a Conference at which the Members of Government would have an opportunity of hearing the arguments on both sides. If my proposal commends itself to His Excellency I would respectfully suggest that the Postmaster-General, the Chairman of the Chamber of Commerce, the Agent and the Traffic Manager of the Madras Railway, and the Agent of the Great Southern of India Railway, be invited to attend the Conference, and that in fixing the day sufficient time be allowed to the last-named gentleman to come to Madras from Negapatam.

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4. The accompanying* letters will place the Government in possession of the principal arguments which have been advanced on each side, and in submitting them I beg to draw special attention to the fact noticed by Major Bourke that the mail train arrangements in this Presidency have hitherto been extremely inconvenient, and that this is the first proposal that has ever been made for their improvement by the establishment of one train daily throughout all the lines of railway in the Presidency. At present, as remarked by Major Bourke, dribblets of mails are conveyed by every train, and it is acknowledged by the Railway authorities that it would be a great boon to them if one train, and one only, in each direction were recognized as the mail train and if the present practice of sending mails by every train were discontinued. The difficulty is to arrange a train which will provide for the carriage of the mails without delay and which at the same time will not entail inconvenience upon the travelling public. In considering the subject two points may be taken as fixed—the hours of departure from, and of arrival at, Bombay. In his second letter Major Bourke proposes that 1 P.M. instead of 2-30 P.M., as suggested by the Director-General, should be fixed for the train to leave Bombay, and the hour of arrival is fixed at 11 A.M.

5. Taking these two as fixed it does not seem to me that, so far as the proper and regular conveyance of the mails is concerned, it would be possible to improve on Major Bourke's proposals, and this is admitted by the Railway authorities. Their objections to those proposals are based on two grounds—first, on the score of increased expense; second, on the score of the inconvenient hour, 12-45 A.M., named for the mail train on the south-west line to leave Madras.

6. With regard to the first objection the Traffic Manager says, "The increased speed would involve the Company in such very serious extra cost that it does not seem possible for the Company to entertain the proposition." Upon this point I have only to observe that it does not rest with the Company to entertain or to reject the proposal. 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.

7. The question for decision is simply whether the extra expense which Major Bourke's proposed arrangements would entail, and the inconvenience which they would cause to passengers, would be counterbalanced by the advantage of securing that the mails shall be delivered in all parts of the Presidency with as little loss of time and as great certainty as is possible. With regard to the 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 extra trains mentioned by the Traffic Manager amounts to a small matter; and third, that any extra cost will fall, not upon the Railway Company, but upon the State. The inconvenience to passengers arising from the hour (12-45 A.M.) at which Major

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Bourke proposes to start the south-west train from Madras is nothing more than they are obliged to submit to in other parts of India and in all parts of the world.

8. In considering this question it should be borne in mind, first, that while every individual of the public is daily interested in the quick transit and delivery of the mails, it is only on very rare occasions, perhaps once or twice in the year, that he would have to suffer what inconvenience is entailed by the train starting from Madras at 12-45 A.M.; second, that the inconvenience such as it is would be felt by only a small section of the residents in the town of Madras, while the advantage of securing rapid transit for the mails would be shared by the whole of Southern India.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 13th November 1872, No. 822.

With reference to Order of Government, No. 2,584, of the 2nd instant, I have the honour to forward, herewith, for submission to His Excellency the Governor in Council, a copy of the Traffic Manager's letter, No. C-0-576, of yesterday, containing his observations upon the points noticed in the above-mentioned Order in connection with the proposed new time table for the south-west line and the opening of the Neilgherry Branch as far as the town of Coimbatore.

2. I quite agree with Mr. Church in thinking that it will not be expedient upon economical grounds to open the branch to Coimbatore with the existing time table in force, and, as the arrangements proposed have been considered specially with reference to the extension of the line to Mettapolliem, I trust that His Excellency the Governor in Council will be pleased to reconsider the decision at which he has arrived.

3. You will observe that the Traffic Manager recommends, with reference to paragraph 3 of the Order, that for "through" passengers, that is, for passengers travelling between stations east and west of Erode, the second class fare should be fixed at 9 Pies per mile for the whole journey instead of 12 Pies for night and 5 Pies per mile for day travelling as at present. This recommendation I beg to submit for the favourable consideration of the Government.

4. With regard to the manner in which the proposed changes in the time table would bear upon the mail service, I conclude that your department has communicated with the Postmaster-General upon the subject, and I request that, in submitting this question for the reconsideration of Government, you will be so good as to direct special attention to the remarks contained in the second paragraph of the Traffic Manager's letter. I gather from your letter to the Government, No. 567, of the 18th ultimo, that you are satisfied that, by the proposed reduction in the train service, the public will lose no accommodation that they have a right to expect, and it appears to me to be manifest that, if the Government oblige us to continue the present number of trains solely for the accommodation of the Postal Department, the Company should be paid for the special service.

5. I do not propose to open the line to Coimbatore pending the receipt of further orders; but I trust that I may be authorized to give effect to my recommendation in time to admit of doing so on the 1st of December proximo.

From H. E. CHURCH, Esq., Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 12th November 1872, No. C-0-576.

With reference to the Order of Government, No. 2,584, of the 2nd instant, I beg to offer the following observations.

2. Presuming that the required reference to the Postmaster-General will be made by the Government officers I will only say that if, as I believe, the trains leaving Madras at 7 A.M. and Coimbatore at 4-15 A.M. are run at a loss to the Company between Erode and Coimbatore, it

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would be a hardship on the Railway Company to continue the running of these trains simply for the purposes of the Post Office unless the Company is paid for the service.

3. Adverting to paragraph 3 of the Order of Government I would recommend, in assimilation with the rates charged on other Indian Railways, that for "through" passengers, i. e., passengers travelling direct between stations east and west of Erode, the second class fare should be fixed at nine (9) Pies per mile for the whole journey instead of 12 Pies for night and 5 Pies per mile for day travelling as at present. The charge will be well within the means of those who are likely to use the through mail trains, while those who prefer to break their journey will still have the opportunity of travelling by local trains at 5 Pies per mile.

4. With reference to paragraph 4 I would beg respectfully to state that the time table submitted for the sanction of Government was prepared with special reference to the extension of the line to Mettapolliem, as will be seen from the following figures, it being understood that the traffic between Coimbatore and Mettapolliem will not justify the running of more than one train each way daily :—

WEST.	
Madras ... dep. ...	... 5 P.M.
Coimbatore ... dep. ...	... 10-55 A.M.
Mettapolliem ... arr. ...	... 12-20 P.M.
EAST.	
Mettapolliem ... dep. ...	... 12-50 P.M.
Coimbatore ... dep. ...	... 2-15 ..
Madras ... arr. ...	... 7-30 A.M.

5. Without an alteration of the present main line time table I cannot recommend the opening of the branch, believing that, while nothing short of the whole of the traffic will pay working expenses, the cost of running trains on the branch in connection with the *present* main line trains would be far in excess of the earnings, inasmuch as it would be necessary to run eight (8) trains each way daily between Pothanoor and Coimbatore and to keep up a night staff instead of five (5) trains each way daily under the proposed time table without any night staff.

From the Consulting Engineer for Railways, to the Agent and Manager of the Madras Railway Company, dated Madras, 15th November 1872, No. 941.

In acknowledging receipt of your letter, No. 822, dated the 13th instant, I have the honour to inform you that I shall not be able to lay it before Government until the bearing upon the mail service of the changes proposed in the time table has been fully discussed with the Postmaster-General, with whom I am now in communication.

2. Referring to paragraph 5 of the Traffic Manager's letter* I beg to suggest for your consideration the advisability of opening the line to Coimbatore with the present time table in force and of running trains upon it timed to meet only the principal day trains on the main line in each direction, east and west from Pothanoor. This would greatly reduce the number of trains on the branch, which Mr. Church in his letter estimates at eight each way daily. It would also obviate all necessity for night staff. Although some of the passenger traffic might be lost there seems no reason why the whole goods traffic should not be secured by some such arrangement.

From Major the Hon. E. R. BOURKE, Postmaster-General, to the Consulting Engineer for Railways, dated Madras, 9th November 1872, No. 4,766-3,155.

I HAVE the honour to forward, for your information, copy of a communication from the Director-General of the Post Office of India, No. 3,720, dated 14th October 1872, relative to the alteration of the train arrangement between Bombay and Madras after the monsoon season for

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remedying the present inconvenient hours as regards the mail service, and with reference thereto to request you will be good enough to take steps with a view to obtaining the concurrence of the Railway authorities and the sanction of the Madras Government to the alteration of the time table of the north-west line of the Madras Railway to fit in to the proposed arrangement to be made by the Great Indian Peninsula Railway.

2. Under the arrangements referred to the train from Bombay would arrive at Arconum at about 6½ A.M. and Madras at 8½ A.M. Nothing further would be desired for mail purpose as these hours correspond with the train passing through Arconum at 9½ A.M. from Madras to the south-west line; but, as regards the train from Madras to Bombay, which would, under the arrangement, leave Madras at about 7½ P.M. and Arconum at 10 P.M., corresponding alteration would be necessary at the termini of Beypore, Negapatam, and Bangalore. I enclose a memorandum showing the alterations which appear necessary, which I request may be taken into consideration accordingly.

3. I would beg also to bring to your notice the very slow rate of speed and the lengthy stoppages on the Great Southern of India line, sometimes amounting, as I can personally testify, to twenty-five minutes, caused by the practice of loading and unloading goods instead of shunting the wagons. I am given to understand that, unless the weight of goods exceed two tons for any particular station, a separate wagon is not used but the goods are unloaded or loaded, as the case may be, while the train remains at the station. This most inconvenient practice tends to delay the mails to a great extent, and I would urge if it may not be possible to effect an entire change in this practice. The speed, too, at the Beypore end of the Madras line is very slow indeed and might with great advantage be increased and without any inconvenience to the Railway.

4. I have calculated the speed rates from Madras to Raichore at 20½ miles per hour as quoted by the Director-General of the Post Office of India; but the speed rates on the other lines are calculated by the existing running. If, however, the latter could be increased it would be of very great advantage indeed to all stations west of Arconum.

From the Director-General of the Post Office of India, to the Consulting Engineer for Railways, Bombay, dated 14th October 1872, No. 3,718.

REFERRING to your demi-official letter, dated the 6th September last, I have the honour to express my entire concurrence in the suggestions therein made, and I hope that you will be able to carry them out in December next or as soon as the roadway across the Kistna is again available.

2. Briefly stated, the contemplated arrangement is that the through mail train for Madras shall leave Bombay 3½ hours later than at present (i. e., at 2-30 P.M. instead of 11 A.M.), and that a saving in time of transit between Bombay and Raichore shall be effected to the extent of 4½ hours, the arrival at Raichore being thus three-quarter hour earlier than at present. I shall communicate copy of this letter to the Madras Railway authorities, pointing out that, excluding the Bhore Ghaut transit of sixteen miles, for which two hours are allowed, the Bombay train to Madras will, under this arrangement, accomplish 426 miles in 20½ hours, the average rate including stoppages being thus 20½ miles an hour, and I shall express a hope that it may be found possible to increase a like extent the average speed on the Madras line, which including stoppages is now only 18½ miles an hour.

3. As regards the timing of the train in the opposite direction I trust that a like acceleration will be made, the present hour of arrival in Bombay being retained and the saving in time of transit being entirely devoted to the obtainment of a later hour of departure from Madras.

4. This letter is written after obtaining a very decided expression of opinion on the part of the Madras Chamber of Commerce in favour of the proposed change, and I think it probable that you will find the authorities of the Madras Railway quite ready to co-operate with you in carrying it out.

5. The interval of about 5½ hours, which will, under the proposed arrangement, occur between the arrival of the up-train from Jubbulpore at Callian, and the departure from Callian of the down-train towards Madras, although to a certain extent a drawback, is, I consider, a matter of far less importance than the convenient timing, in other respects, of the communication by rail to and from Madras.

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No. 3,720.

COPY forwarded to the Postmaster-General of Madras with a request that he will forward a copy to the Consulting Engineer to the Government of Madras requesting his co-operation in carrying out the arrangement and in obtaining such acceleration on the Madras line as may be possible. The arrangement is made entirely in the interests of the Madras community, and it is hoped, therefore, that the Consulting Engineer and the Madras Railway authorities will do what they can to further the object.

SIMLA,

14th October 1872.

(Signed) F. R. HOGG,

for Director-General of the Post Office of India.

From Major the Hon. E. R. BOURKE, Postmaster-General, to the Consulting Engineer for Railways, dated Madras, 27th November 1872, No. 5,748.

With reference to the meeting that took place yesterday between yourself, Mr. Elwin, Mr. Church, and myself, I beg to forward a sketch time table for a through mail service to and from Bombay to the limits of the existing railway lines in this Presidency.

2. It will be seen that I have taken the overland mail service as the basis, and only ask for one fast through mail train daily each way.

3. I would beg to point out under existing arrangements there is no mail train in the proper sense of the term, the present practice of sending mails by every train is most inconvenient; in fact, the mail service has never been revised since the completion of the present lines. The existing system necessitates numerous delays to the mails, aggregating, in some instances, to nearly twenty hours, and the present working of the mails in the circle cannot be said to be at all satisfactory. These delays, I am of opinion, can be with no great difficulty avoided without much inconvenience to the passenger traffic.

4. It will be seen by the Director-General's communication, No. 3,720, dated 14th October 1872, a copy of which you have, that the proposed rate of speed should be 20½ miles an hour including stoppages, at which rate the calculation is made.

5. There is no doubt that the hour of departure and arrival at some of the stations is inconvenient; but it must be borne in mind that, if the mail service is to be a through one, it is impossible to avoid arriving at certain stations at an inconvenient hour of the night. This same inconvenience exists, and is felt, on all lines in all countries, and it only needs a reference to the Indian, Continental, and English Bradshaws to see how inconvenient some of these hours are.

6. I will quote one or two that exist in this country. The mail train starts from Delhi at 2-45 A.M., from Benares at 1-35 A.M., from Allahabad at 11-35 P.M., from Calcutta at 10 P.M. Madras time, Lahore 2-45 A.M.; it arrives at Calcutta 5-27 A.M., Allahabad 11 P.M., Umballa 1-40 A.M. I only instance these few to show that when the mail service is made a through service and suffers no detention the inconvenience to the few individuals travelling is sacrificed to the quick transit of the mails.

7. It will be seen that I propose to start the Madras through mail from Bombay at 1 P.M. This hour is, I think, the best as respects the arrival of the overland steamer, which usually reaches Bombay in the forenoon, and, with a special train to catch up the ordinary one at Kurjut, as now sanctioned, starting an hour later, the chances of the overland mail being left at Bombay are reduced to a minimum.

If the train is delayed till 2-30 it necessitates a night service at the Beypore and Negapatam ends, which has never hitherto been attempted on these lines. Even by starting at 1 P.M. from Bombay the last twenty miles to Beypore and Negapatam will have to be run in the dark; but I would wish to mention that this service would not, I believe, necessitate the entertainment of extra establishments, for the trains now not very unfrequently run into Beypore and Negapatam in the dark, and within one hour as late as the hour I propose. For several months in the year only the last ten miles would be run in the dark.

8. I regret to say that this same difficulty arises in starting from Beypore and Negapatam; 11 A.M. being the latest hour that it is safe for the overland mail to arrive in Bombay for despatch to Suez, it follows that the hours of departure from Beypore and Negapatam must be fixed

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accordingly; but the advantage and great convenience of starting from Negapatam and Beypore in the early morning and arriving the same night at Madras is a very great boon to the travelling public, and should not be overlooked.

9. Travellers from Madras to the Hills would, I fear, be slightly inconvenienced by the hour of starting the train from Madras which has to meet the mails from Bombay at Arconum and take them west. But this inconvenience could be reduced to a minimum by their getting into their Railway carriages after dinner and going to sleep, I feel sure the train might start at about 12-30 A.M. and would reach Mettapolliem at 5 P.M., passengers would get to Coonoor in time for dinner, which would be very convenient.

10. I am aware that there are objections to ascend the ghaut after dark, but they are hardly worthy of consideration; with torches there is no valid objection.

11. In conclusion, I would most strongly urge that a through service is the only satisfactory arrangement for the mails: once sanction a detention, and the value and advantage of the accelerated speed is lost. This might be looked upon as a permanent arrangement, for if the present scheme is sanctioned I see no reason that it should be altered for many years; and once fixed, the natives would very soon adapt themselves to the hours and, I have little doubt, much prefer a fixed and permanent arrangement to an irregular one, never knowing what changes may take place, for what can be more inconvenient both to Europeans and natives than the present long detentions at Arconum and Pothanoor, as also starting from Pothanoor at 4-15 A.M.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 4th December 1872, No. 881.

With reference to your letter, No. 990, of the 28th ultimo, I have the honour to enclose, for submission to Government, a copy of the Traffic Manager's letter, No. C-0-603, of the 30th idem, in which Mr. Church offers his observations upon the time tables prepared by the Postmaster-General, which were enclosed with your letter mentioned above.

2. I fully concur in the objections which Mr. Church raises to the propositions made by the Postmaster-General, and, as the times of arrival and departure of trains so closely concern the travelling public, I shall be glad if you will be so good as to arrange for a meeting at which the whole question can be discussed with the Members of Council.

3. Mr. Church and I will be very happy to attend at the Council Chamber, Fort St. George, on any day that may be arranged.

From H. E. CHURCH, Esq., Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 30th November 1872, No. C-0-603.

In continuation of my C-0-576, dated 12th instant, I now beg to enclose copies of time tables marked 1, 2, 3, and 4 furnished to me by the Postmaster-General, and to offer the following observations thereon.

North-West Line.

It will be seen from Nos. 1 and 2 that Major Bourke proposes that the mail train from Madras should leave Madras at 6-45 P.M. and arrive at Raichore at 11-45 A.M. the next day, thus performing the journey of 351 miles in seventeen hours, or at the rate of 20½ miles per hour including all stoppages, and that the mail train to Madras should leave Raichore at 1-15 P.M. and arrive at Madras at 5-30 A.M. the following day, thus performing the journey of 351 miles in 16½ hours, or at the rate of 21-6 miles per hour including all stoppages.

Under the existing time table the journey from Madras to Raichore is performed in eighteen hours and twenty minutes, or at the rate of nineteen miles per hour including all stoppages, and the journey from Raichore to Madras is performed in nineteen hours, or at the rate of 18-4 miles per hour including all stoppages.

The effect of increasing the speed of these trains from nineteen and 18-4 miles per hour to 20½ and 21-6 miles per hour, respectively, would be to reduce the present loads of the mail trains between Cuddapah and Raichore to such an extent as to necessitate the running of two extra trains each way per week between Cuddapah and Ghooty, and rather more than one extra train each way per week between Ghooty and Raichore, making in all about 530 extra train miles per week, and

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this, it is scarcely necessary to say, could not be performed without increased cost of working the traffic.

South-West Line.

In order to confine the transport of the mails to one train each way daily all over the line, and to ensure a direct mail service, it will be seen from Time Table No. 3 that Major Bourke proposes that the mail train from Madras for the south and west should leave Madras at 1-45 A.M., pick up the mails from the north at Arconum and reach Bangalore at 11-30 A.M., Mettapolliem at 5 P.M., and Beypore at 8-19 P.M., the speed of the train, including all stoppages, being calculated at twenty-two miles per hour, and from Time Table No. 4 it will be seen that Major Bourke proposes that the train to Madras should leave Beypore at 3-30 A.M., Mettapolliem at 7 A.M., arrive at Arconum at 8-40 P.M. in time to catch the north mail, and arrive at Madras at 10-50 P.M., the speed of the train being calculated at twenty-one miles per hour including all stoppages.

Under the existing time table the journey from Madras to Beypore is performed in twenty-five hours, or at the rate of 16½ miles per hour including all stoppages, and the journey from Beypore to Madras is performed in 24½ hours, or at the rate of 16½ miles per hour inclusive of all stoppages.

The increased speed proposed by Major Bourke would involve the Company in such very serious extra cost that it does not seem possible for the Company to entertain the proposition; moreover, the time of departure from Madras (1-45 A.M.) would be so very inconvenient to the travelling public that the Government would scarcely be prepared to sanction such an arrangement though, so far as the mail service is concerned, it is no doubt the best that could be devised.

Having briefly stated what appear to me to be the objections to the Postmaster-General's scheme, I would beg to solicit the opinion of the Government as to the time of departure from Madras and the time of arrival at Madras of the mail trains and the speed at which the trains should be run, and I would further suggest that the question might be more quickly settled by a Conference.

Madras to Bombay.

Distance.	Speed between stations.	Stations.	Time.	Remarks.
25½	26	Madras Dep.	P. M. 6-45	
16½	25	Trivellore		
		Arconum		
		Do. Arr.	8-25	
41½	22	Tirupetty Dep.	8-55	
25½	20	Codoor		
20½	22	Rajampett		
7	16	Nundalore		
24½	22	Cuddapah		
		Do. Arr.		
24½	22	Yerragoontla Dep.		
24½	21	Kondipooram		
17½	22	Tadputri		
30	24	Ghooty		
		Do. Arr.		
15½	21	Goondacul Dep.		
32	16	Bellary	A. M. 8-15	
		Do. Arr.	10-15	
34	16	Goondacul	6-25	
	24	Adoni		
		Do. Arr.	8-25	
43½	24	Raichore		
		Bombay Arr.	A. M. 11-45 11-0	Next day. Third

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Bombay to Madras.

Distance.	Speed between stations.	Stations.	Time.	Remarks.
		Bombay	P. M. 1-0	
43	25	Raichore	1-15	Previous day.
		Adoni Arr.		Next day.
34	25	Do. Dep.		
		Goondacul Arr.	4-24	
32	15	Bellary	P. M. 6-24	
		Do. Dep.	2-0	
15½	15	Goondacul Dep.	4-35	
	25	Ghooty		
		Do. Arr.		
30	25	Tadputri		
17½	23	Kondipuram		
24½	23	Yerragoontla		
24½	24	Cuddapah		
		Do. Arr.		
24½	22	Nundalore		
7	18	Rajampett		
20½	22	Codoor		
25½	17	Tirupetty		
41½	22	Arconum	A. M. 3-30	
		Do. Dep.	3-40	Third day.
16½	20	Trivellore		
26	26	Madras	5-30	Do.

Madras to Beypore.

Distance.	Speed between stations.	Stations.	Time.	Remarks.
42½	25	Madras Dep.	A. M. 12-45	
		Arconum	3-30	
89½	25	Do. Dep.	3-40	
		Jollarpett	7-20	
84½	22	Jollarpett Dep.	7-40	
		Bangalore	11-30	
74½	23	Jollarpett	7-40	
		Salem		
36½	23	Do.		
		Erode	12-42	
58½	23	Do.	12-45	
		Pothanoor	3-19	
		Do.	3-30	
		Mettapolliem	5-0	
		Beypore	8-19	
		Erode	P. M. 12-50	
		Caroor	2-47	
		Trichinopoly	4-56	
		Tanjore	6-30	
		Negapatam	8-50	

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Beypore to Madras.

Distance.	Speed between stations.	Stations.	Time.	Remarks.
		Beypore Dep.	A. M. 3-30	
		Mettapoliem Arr.	7-0	
		Pothanoor Junction Dep.	8-36	
58½	23	Do. Dep.	9-6	
		Erode Arr.	11-40	
36½	22	Do. Dep.	11-47	
		Salem Arr.		
		Do. Dep.		
73½	23	Jollarepett Arr.	P. M. 4-45	
		Bangalore Dep.	P. M. 1-0	
84½	23	Jollarepett Arr.	4-45	
		Jollarepett Dep.	5-0	
89½	24	Arconum Arr.	8-40	
		Do. Dep.	9-10	
42½	26	Madras Arr.	10-50	
		Negapatam Dep.	A. M. 3-30	
		Tanjore Arr.	5-30	
		Trichinopoly Dep.	7-24	
		Caroor Arr.	9-33	
		Erode Dep.	11-30	

No. 51.

ORDER THEREON, 3rd March 1873, No. 678.

RAILWAY, No. 9.

General as regards the south-west line. Taking into consideration the fact that the train service suggested would not enable letters by the English Mail to be answered in time for the then outgoing mail, and the facilities for rapid communication afforded by the telegraph, while the inconvenience to the travelling public, for whom one train only per day is provided, through having to leave Madras and arrive at Bangalore at night, must necessarily be excessive, His Excellency is of opinion that the relative importance of the postal and passenger service has been misjudged while sufficient grounds have not been shown in justification of the additional outlay the proposals would entail.

2. The Consulting Engineer will draw the attention of the Railway Officers, when the time table for the through service to Mettapolliem is under consideration, to the necessity for so arranging the trains that Ooty passengers may without difficulty ascend and descend the ghaut by daylight.

(True Extract.)

To the Consulting Engineer for Railways.
Postmaster-General.
Ed. A. S. Rodgers.

Colonel, R. E.,
Secretary to Government.

No. 822.

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE.

Madras, 13 November 1872.

From

R. B. Clavin Esq.

Agent and Manager, of the M. & C.

To

St. J. H. Shaw Stewart, Esq.

Consulting Engineer for Railways.

Sir,

With reference to Order of Government No. 2584 of the 2nd instant, I have the honour to forward herewith for submission to His Excellency the Governor in Council a copy of the Traffic Manager's letter No. 576 of yesterday containing his observations upon the points noticed in the above mentioned Order in connection with the proposed new Time Table for the South West Line and the opening of the Kalgahery Branch as far as the town of Coimbatore.

2. I quite agree with Mr. Church in thinking that it will not be expedient upon economical grounds to open the Branch to Coimbatore with the existing Time Table in force, and as the arrangements proposed have been considered specially with reference to the extension of the line to Mettapolliem. I trust that His Excellency the Governor in Council will be pleased to reconsider the decision

at which he has arrived.

3. You will observe that the Traffic Manager recommends with reference to paragraph 3 of the Order that for "Through" Passengers, that is for Passengers travelling between Stations East and West of Canada, the second class fare should be fixed at five piers per mile for the whole journey instead of 12 piers for night and five piers per mile for Day travelling, as at present. This recommendation I beg to submit for the favourable consideration of the Government.

4. With regard to the manner in which the proposed changes in the Time Table would bear upon the mail service I conclude that your Department has communicated with the Postmaster General upon the subject, and I request that in submitting this question for the consideration of Government you will be so good as to direct special attention to the remarks contained in the second paragraph of the Traffic Manager's letter. I gather from your letter to the Government of 10.567 of the 18th ultimo that you are satisfied that by the proposed reduction in the Train service the Public will lose no accommodation that they have a right to expect, and it appears to me to be manifest that if the Government oblige us to continue the present number of Trains solely for

10
(15)
the accommodation of the Postal
Department, the Company should be
paid for the special service.

5. I do not propose to open the
line to Zimbarone pending the receipt
of further orders, but I trust that
I may be authorized to give effect
to my recommendation in time to
admit of doing so on the 1st of December
proximo.

I have the honor to be
Sir
Your most obedient Servt.

Wm. J. H. Wm.

Agent & Manager.

17

No. 1

Dear Ivi

With reference to the order of Government
N^o 2584 of the 2nd instant, I beg to offer the following
observations

2 Presuming that the required reference to the Post Master General will be made by the Government officers I will only say that, if, as I believe, the Trains leaving Madras at 7 A.M. and Coimbatore at 4.15 P.M. are run at a loss to the Company between Erode and Coimbatore, it would be a hardship on the Railway Company to continue the running of these Trains simply for the purposes of the Post Office, unless the Company is paid for the service.

3. Adverting to para 3 of the Order of Government I would recommend, in assimilation with the Rates charged on other Indian Railways, that for "Through" Passengers i.e. Passengers travelling direct between stations Coart and West of Erode, the 2nd class fare should be fixed at Nine (9) pies per mile for the whole journey, instead of 12 pies for night and 5 pies per mile for Day travelling as at present. The charge will be well within the means of those who are likely to use the Through mail Trains, while those who prefer to break their journey will still have the opportunity of travelling by Local Trains

The Consulting Engineer

For Railway

Dated, 13th Nov 1872
Recd. 14-

75. 1822
 P. 6. 25 3/4. Letter
 forwarding copy of a letter
 from the Hallamshire Cantu
 my this observation upon
 the points marked in Q Q
 No 2584 in connection
 with the proposed new
 game table for the H
 June 4 the opening of
 the railway through
 on you as the town of
 Cambridge - 40

at 5 pice per mile.

4 With reference to para 4 I would beg respectfully to state that the Time Table submitted for the sanction of Government was prepared with special reference to the extension of the Line to Mettapollium as will be seen from the following figures, it being understood that the Traffic between Coimbatore and Mettapollium will not justify the running of more than one Train each way daily.

WEST P.M.

Madras dep 5.0

Coimbatore dep 8.16

Mettapollium arr 12.20

EAST P.M.

Mettapollium dep 12.50

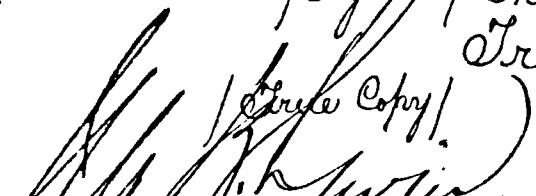
Coimbatore dep 2.15

Madras arr 7.30

Without an alteration of the present main Line Time Table I cannot recommend the opening of the Branch, believing that, while nothing short of the whole of the Traffic will pay working expenses, the cost of running Trains on the Branch in connection with the present main Line Trains would be far in excess of the earnings, inasmuch as it would be necessary to run eight (8) Trains each way daily between Pothanor and Coimbatore and to keep up a night staff instead of five (5) Trains each way daily under the proposed Time Table without any night staff.

Yours faithfully

/Signed/ H. E. Church
Traffic Manager

/Copy/ 
Agent and Manager.

Railway Dept.

12
Con: Engineer's Office.

(19)

No 941.

From,

Lieut Col. J. H. M. Shaw Stewart R.E.
Con: Engineer for Railways

Is

P. B. Chinn Esq.
Agent & Manager
Madras Railway Company

Sir,

In acknowledging receipt of your letter No 822 dated the 13th instant I have the honour to inform you that I shall not be able to lay it before Government until the bearing upon the mail service of the changes proposed in the timetable has been fully discussed with the Post Master General, with whom

I am now in communication.

2. Referring to paragraph 5 of the Traffic Managers letter they No C⁵⁷⁶ 12th Nov. 1872 to suggest for your consideration the advisability of opening the line to Srirangapatna with the present time-table in force, and of running trains upon it, timed to meet only the principal day trains on the main line in each direction, east and west from Pothanoor. This would greatly reduce the number of trains on the branch, which Mr. Church in his letter estimates at eight each way daily. It would also obviate all necessity for night staff. Although some of the passenger traffic might be lost, there seems no reason why the whole goods-traffic

13
traffic should not be secured by some such arrangement. (21)

Madras
15th Nov. 1872

I have &c.

(Signed) J. H. M. Stewart, Lieut. Col. R.E.
Commissioner for Railways.

(A true copy)

W. M. Stewart, Lieut. Col. R.E.
Com. Engineer for Railways.

Postmaster General's Office
Madras. 9 Nov 72
No. 4766
3155

The Consulting Engineer
for Railways,
Madras

Sir,

I have the honor to forward
for your information copy of a
Communication from the Director General
of the Post Office of India No. 3720 dated
14th October 1872 relative to the alteration
of the train arrangement between
Bombay and Madras after the monsoon
season for remedying the present
inconvenient hours as regards the
mail service & with reference thereto
to request you will be good enough
to take steps with a view to obtaining
the concurrence of the Railway authorities
and the sanction of the Madras
Government to the alteration of the
time

P. W. 6053/72.

Time Table of the North West Line
of the Madras Railway to fit in
to the proposed arrangement to be made
by the Great Indian Peninsula
Railway.

Under the arrangements referred
to the train from Bombay would
arrive at Arcotum at about 6 1/4 A.M.
& Madras at 8 3/4 A.M. & nothing
further would be desired for mail
purposes at these hours corresponds
with the train passing through
Arcotum at 9 1/4 A.M. from Madras
to the South West line. But as
regards the train from Madras to
Bombay which would under the
arrangement leave Madras at
about 7 3/4 P.M. and Arcotum at 10 P.M.
corresponding alteration would be
necessary at the termini of
Beyfore, Negapatam and Bangalore.
I enclose a memo. shewing the altera-
tions which appear necessary which

15
I request may be taken into con-
sideration accordingly.

I would beg also to bring to
your notice the very slow rate of
speed and the lengthy stoppages
on the Great Southern of India
line sometimes amounting as I
can personally testify, to 25 minutes
caused by the practice of loading
& unloading goods instead of shunting
the waggons. I am given to understand
that unless the weight of goods
exceed 2 tons for any particular
station a separate waggon is not
used but the goods are unloaded
or loaded as the case may be while
the train remains at the station; this
most inconvenient practice tends
to delay the mails to a great extent
and I would urge if it may not
be possible to effect an entire change
in this practice, the speed too at
the Beyfore end of the Madras
line is very slow indeed and
might

might with great advantage be increased and without any inconvenience to the Railway.

I have calculated the speed rates from Madras to Raichore at $20\frac{1}{2}$ miles per hour as quoted by the Director General of the Post Office of India but the speed rates on the other lines are calculated by the existing running. If however the latter could be increased it would be of very great advantage indeed to all stations West of Arcot.

I have the honor to be,
Sir,
Your obedient servant

M. M. M.
Postmaster General

From the Director General of the Post Office of India to the Consulting Engineer to Government for Railways Bombay No. 3718 dated the 12th October 1872.

Referring to your demi-official letter, dated the 6th September last, I have the honor to express my entire concurrence in the suggestions therein made: and I hope that you will be able to carry them out in December next, or as soon as the road way across the Krishna, is again available.

2. Briefly stated the contemplated arrangement, is that the through Mail Train for Madras shall leave Bombay $3\frac{1}{2}$ hours later than at present (i.e. at 2.30 P.M. instead of 11 A.M.) and that a saving in time of transit between Bombay and Raichore shall be effected to the extent of $4\frac{1}{2}$ hours, the arrival at Raichore being thus $3\frac{1}{4}$ hours earlier than at present. I shall communicate copy of this letter to the Madras Railway authorities.

Authorities pointing out that, excluding the
Bore byat transit of 16 miles for which
two hours are allowed; the Bombay train
to Madras will under this arrangement
accomplish 426 miles in 20 $\frac{1}{4}$ hours, the
average rate including stoppages being
thus 20 $\frac{1}{2}$ miles an hour: and I shall
express a hope that it may be found
possible to increase to like extent the
average speed on the Madras line,
which including stoppages, is now only
18 $\frac{1}{2}$ miles an hour.

3. As regards the timing of the train
in the opposite direction, I trust that a
like acceleration will be made, the pre-
sent hour of arrival in Bombay being re-
tained, and the saving in time of transit
being entirely devoted to the attainment
of a later hour of departure from Madras.

4. This letter is written after obtaining
a very decided expression of opinion from
the

(29)
the part of the Madras Chamber of Commerce
in favor of the proposed change and I
think it probable that you will find
the Authorities of the Madras Railway
quite ready to co-operate with you in
carrying it out.

5. The interval of about 5 $\frac{1}{4}$ hours
which will under the proposed ar-
rangement, occur between the arrival
of the up train from Sibbulpore at
Bellian and the departure from
Bellian of the down train towards
Madras, although to a certain extent
a drawback is, I consider, a matter of far
less importance than the convenient
timing in other respects of the commu-
-nication by rail to and from Madras.

(sd) A. M. Montearth
Director General of the Post Office
of India

N^o 3720.

Copy forwarded to the Postmaster
General

P.W. 6053/72

General of Madras with a request that he will forward a copy to the Consulting Engineer to the Government of Madras requesting his co-operation in carrying out the arrangement and in obtaining such acceleration on the Madras line as may be possible. The arrangement is made entirely in the interests of the Madras community and it is hoped therefore that the Consulting Engineer and the Madras Railway Authorities will do what they can to further the object.

Yours faithfully,
(sd) F. R. Hogg
For Director General of the Post
Office of India

(Encopy)

Patel General

11. Nov. 72

20/11/72

No. 881

MADRAS RAILWAY

AGENT AND MANAGERS' OFFICE.

Madras, 14th December 1872.

From

R. B. Shwin Esq.,
Agent and Manager of the M.R.C.

To

Lieut. Col. J. H. M. Shaw Stewart & Co.
Consulting Engineer for Railways.

Sir,

With reference to your letter No 990 of the 28th ultimo I have the honour to enclose for submission to Government a copy of the Traffic Manager's letter No C 603 of the 30th idem in which Mr. Church offers his observations upon the Time Tables, prepared by the Postmaster General, which were enclosed with your letter mentioned above.

2. I fully concur in the objections which Mr. Church raises to the propositions made by the Postmaster General, and as the times of arrival and departure of trains so closely concern the travelling public, I shall be glad if you will be so good as

to arrange for a meeting at which
the whole question can be discussed
with the members of Council.

3. Mr. Church and I will be
very happy to attend at the Council
Chamber Street St. George on any
day that may be arranged.

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

Mr. J. W. W.
Agent and Manager

No. 603

Madras Railway

Chief Manager's Office

Madras, 30th November 1872

To

The Agent and Manager
Madras Railway Company

Dear Sir

Mail Train Service

In continuation of my C. 276 dated
12th instant, I now beg to enclose copies of
Time Tables marked 1, 2, 3 and 4 furnished
to me by the Postmaster General and to offer
the following observations thereon.

North West Line

It will be seen from Nos 1 and 2
that Major Dawke proposes that the mail
train from Madras should leave Madras at
6.45 P.M. and arrive at Raichore at 11.45 A.M.
the next day, thus performing the journey
of 351 miles in 17 hours or at the rate of
20 $\frac{1}{2}$ miles per hour including all stoppages,
and that the Mail Train to Madras should
leave Raichore at 1.15 P.M. and arrive at
Madras at 5.30 A.M. the following day,
thus performing the journey of 351 miles
in 16 $\frac{1}{2}$ hours or at the rate of 21.6 miles
per hour including all stoppages.

Under the existing Time Table
the journey from Madras to Raichore is
performed in hours 18.20 minutes or at the
rate of 19 miles per hour including all
stoppages, and the journey from Raichore

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 30th November 1872
Recd. 5-1

No. 881

Forwarding for submission
to Government a copy of
the Traffic & an agent's
letter regarding the same
which is enclosed by the
Postmaster General

to Madras is performed in 19 hours or at the rate of $18\frac{1}{4}$ miles per hour including all stoppages.

The effect of increasing the speed of these Trains from 19 and $18\frac{1}{4}$ miles per hour to $20\frac{1}{2}$ and $21\frac{1}{6}$ miles per hour respectively would be to reduce the present loads of the Mail Trains between Cuddalore and Perichore to such an extent as to necessitate the running of 2 extra Trains each way per week between Cuddalore and Gooty and rather more than one extra Train each way per week between Gooty and Perichore, making in all about 530 extra Train miles per week, and this it is severely necessary to say could not be performed without increased cost of working the Traffic.

South West Line

In order to confine the transport of the mails to one Train each way daily all over the Line, and to ensure a direct mail service, it will be seen from Time Table No 3 that Major Bowker proposes that the Mail Train from Madras for the South West should leave Madras at 1.45 a.m.; pick up the mails from the north at Arcot, and reach Bangalore at 11.30 a.m.; Mettupalilim at 5.0 p.m.; and Beypore at 8.19 p.m., the speed of the Train including all stoppages being calculated at 22 miles per hour. And

37
from Time Table No 4 it will be seen that Major Bowker proposes that the Train to Madras should leave Beypore at 3.30 a.m.; Mettupalilim at 7.0 a.m.; arrive at Arcot at 8.40 p.m. in time to catch the north mail, and arrive at Madras at 10.50 p.m., the speed of the Train being calculated at 21 miles per hour including all stoppages.

Under the existing Time Table the journey from Madras to Beypore is performed in 25 hours or at the rate of $16\frac{1}{4}$ miles per hour including all stoppages, and the journey from Beypore to Madras is performed in $24\frac{1}{4}$ hours or at the rate of $16\frac{3}{4}$ miles per hour inclusive of all stoppages.

The increased speed proposed by Major Bowker would involve the Company in such very serious extra cost that it does not seem possible for the Company to entertain the proposition. Moreover the time of departure from Madras (12.45 a.m.) would be so very inconvenient to the travelling public that the Government would severely be prepared to sanction such an arrangement though so few as the Mail Service is concerned it is no doubt the best that could be devised.

Having briefly stated what appear to me to be the objections to the Postmaster General's scheme, I

P.W. 1050/2.

would be to solicit the opinion of the Government as to the time of departure from Madras and the time of arrival at Madras of the Mail Trains, and the speed at which the Trains should be run, and I would further suggest that the question might be more quickly settled by a Conference.

Yours faithfully
Signed H. E. Church
Traffic Manager

(True Copy)

Mr. R. R. R.
Agent Manager

1000

Madras to Bepore

22

(39)

Distance	Speed between Stations	Stations	Time
		Madras	dep. 12 15
41 1/2	25	Arconum	arr 3. 30
		do	dep 3 40
89 1/2	25	Sollartett	arr 7-20

		Sollartett	dep 7-10
84 1/2	22	Bangalore	arr 11-30

		Sollartett	dep 7 10
74 3/4	25	Salem	arr
		do	dep
36 1/4	23	Crook	arr 12-12
		do	dep 12-15
53 3/4	23	Pothanore	arr 3-19
		do	dep 3-30
		Metturpalem	arr 5-
		(Bepore)	arr 8-19

		Crook	dep 12-50
		Caroor	dep 2-47
		Trichinopoly	dep 4-56
		Tanjore	dep 6-30
		Agapatham	arr 8-50

1000

Bengpore to London.

23
at

Species	Station	Time
Bengpore	dep.	a. m. 3-30
Methuopolum	dep	7-0
Pothanore junction	arr.	8-36
do	dep.	9-6.
58 3/4 23. Errode	arr	11-40.
do	dep.	11-47.
36 1/4 22. Sulem.	arr.	.
do	dep.	.
74 3/4 23. Sollasfett	arr	4-45.
Bungulose	dep	10 m 1-
84 1/2 23. Sollasfett	arr	4-45.
Sollasfett	dep.	5-0
89 1/4 24. Arcummi	arr.	8-40.
do	dep	9-10.
42 1/2 26. Enadras	arr	10-50.
Kegapalain	dep	4. m. 3-30
Tanjore	dep.	5-30.
Prichinofaly	dep	7-24.
Essoot	dep	9-33.
Errode	arr.	11-30

10 m

Memo

43

	Leaves	Arrived at Acconim	Departure of train from Acconim to Ranchore
Beyfere { Present	8-15 am	Saturday 6-15 am	3-50 Pm.
Proposed	11 - Pm	Sunday 9-30 Pm	10 - Pm
Agafatam { Present	8-20 am	Saturday 6-15 am	3-50 Pm.
Proposed	11 Pm	Sunday 9-30 Pm	10 - Pm
Bangalore { Present	8-30 Pm	Saturday 6-15 am	3-50 Pm.
Proposed	11-30 am	Sunday 9-30 Pm	10 Pm.

P. W. 8053/72.

Madras to Bombay

24

15

<i>Distance between stations</i>	<i>Stations</i>	<i>Time</i>
--------------------------------------	-----------------	-------------

28 3/4	26	Madras	departure P. M.
16 3/4	25	Trivellore	6. 45
		Arconum	" — "
			arr. 8. 25

$\frac{41}{4}$ 22 $\frac{d_0}{x}$ dep. 8. 53-

25 1/4 20 Turnpenny

20 3/4 22 kendoor

7 16 Rajampett

24 3/4 22 Amador

14 Hendadapuh Arr.

22

24 1/2 21 *Gerrazantha*

17 1/2 22 *Conchiliporum*

30 22 21 *Admiral*

24 Gooty

10/2 21

32 ~~11~~ Goondaent dep. A. M.
arr. 8-15

~~1.6 Bellows Apr. 8-18~~

do. 10-15-
do. 6-25-

dep. 0-25

4 18 hundred def. 8-25

24 Adoni Dep. 8-25.

[Handwritten signature]

44 Rachise dep. A. m
11-145

Boulder

11-4.

129

Bombay to Madras

25

(47)

Distance between stations

Stations

Time

Bombay

P.M. Previous day

Raichore

1-15 Next day

43

25

Adonis ar

do- dep

34

25

Gondacul ar 4-24

32

15

Bellary arri 6-24

do dep 2-4

15

Gondacul dep 4-35

15 1/2

25

Gootty ar

do dep

30

25

Yadpur

17 1/2

23

Houdipuram

24 1/2

23

Gerraguntla

24 1/4

24

Cuddalore arri

do dep

24 3/4

22

Kundalore

7

18

Rafampett

20 3/4

22

Codoor

25 1/4

17

Perupatty

4 1/4

22

Arconam arri

do dep

A.M. Third day

3-30

3-40

16 1/2

20

Trivellore

26

26

Madras

5-30 Third day

do

N^o 5748

Postmaster General's Office
Madras 27 November 1872

To The Consulting Engineer
for Railways,
Madras.

Sir,

With reference to the meeting
that took place yesterday between
yourself, Mr. Elwin, Mr. Leach
and myself, I beg to forward
a sketch time-table for a through
mail service to and from Bombay
to the limits of the existing Railway
Lines in this Presidency.

It will be seen that I have
taken the overland mail service
as the basis, and only ask for
one fast through mail train daily
each way.

I would beg to point out
under existing arrangements
there is no mail train in the proper
sense of the term, the present practice
of

P.W. 6053/72.

of sending mails by every train is most inconvenient. In fact the mail service has never been revised since the completion of the present lines. The existing system necessitates numerous delays to the mails, aggregating in some instances to nearly 24 hours, and the present working of the mails in the service cannot be said to be at all satisfactory. These delays, I am of opinion, can be with no great difficulty avoided, without much inconvenience to the passenger traffic.

It will be seen by the Director General's Communication W. 3720 dated 14 Oct/72 a copy of which you have, that the proposed rate of speed should be $20\frac{1}{2}$ miles an hour including stoppages, at which rate the calculation is made.

There

37
There is no doubt that the hour of departure and arrival at some of the stations is inconvenient, but it must be borne in mind that, if the mail service is to be a through one, that it is impossible to avoid arriving at certain stations at an inconvenient hour of the night. This same inconvenience exists, and is felt on all lines in all countries, and it only needs a reference to the Indian, Continental and English Bradshaws to see how inconvenient some of these hours are.

I will quote one or two that exist in this country. The mail train starts from Delhi at 2.45 Am. from Benares at 1.35 P.M. from Allahabad 11.35 P.M. from Calcutta at 10 P.M. Madras time. Lahore 2.45 A.M.

It arrives at Calcutta 5.27 A.M. Allahabad 11 P.M. Umballa 1.40

1. 4.0 A.M. I only instance these few to show that, when the mail service is made a through service and suffers no detention, ~~that~~ the inconvenience to the few individuals travelling is sacrificed to the quick transit of the mails.

It will be seen that I propose to start the Madras through mail from Bombay at 1 P.M.: this hour is, I think, the best as respects the arrival of the Overland steamer which usually reaches Bombay in the forenoon, and with a special train to catch up the ordinary one at ^{Karput} Karput, as now sanctioned, starting an hour later, the chances of the Overland mail being left at ^{Bombay} Madras are reduced to a minimum.

If the train is delayed till 2.30, it necessitates a night service at

at the Beylore and Negapatam ends, which has never hitherto been attempted on these lines. Even by starting at 1 P.M. from Bombay, the last 20 miles to Beylore and Negapatam will have to be run in the dark, but I would wish to mention that this service would not, I believe, necessitate the entertainment of extra establishments, for the trains now not very infrequently run into Beylore and Negapatam in the dark, and within one hour as late as the hour I propose. For several months in the year, only the last 10 miles would be run in the dark.

I repeat to say that this same difficulty arises in starting from Beylore and Negapatam, 11 A.M. being the latest hour that it is

is safe for the Overland Mail
to arrive in Bombay for dispatch
to Guiz. it follows that the hours
of departure from Bexhore and
Nagapatam must be fixed ac- 3.30 AM
-cordingly. but the advantage and
great convenience of starting from
Nagapatam and Bexhore in the
early morning and arriving the
same night at Madras is very great
both to the travelling public and
should not be overlooked.

Travellers from Madras
to the Bills would, I fear, be slightly
inconvenienced by the hour of starting
the train from Madras, which has 12.45 AM
to meet the mails from Bombay at
Arcorum, and take them west.
But this inconvenience could be re-
duced to a minimum by their getting
into their Railway Carriages after Dinner
and going to sleep. I feel sure
the train might start at about
12.30

12.30 AM and would reach
Metropolis at 3.5 PM passengers
would get to Meerut in time for
Dinner which would be very con-
venient.

I am aware that there are
objections to ascending the great after
dark, but they are hardly worthy
of consideration with torches. There
is no valid objection.

In conclusion I would most
strongly urge that a through service
is the only satisfactory arrangement
for the mails; once sanctioned a deten-
-tion, and the value and advantage
of the accelerated speed is lost. This
might be looked upon as a perma-
-nent arrangement, for if the pre-
-sent scheme is sanctioned, I see
no reason that it should be altered
for many years; and once fixed
the natives would very soon adapt
themselves to the hours, and I have
little doubt much prefer a fixed
and

and permanent arrangement to an
irregular one, never knowing what
changes may take place, for what
can be more inconvenient both to
Europeans and Natives, than the
present long detentions at Accra
and Pothore, as also starting from
Pothore at 4.15 AM.

I have the honor to be

your most obedient servant,

A. M. Donahoe

Postmaster General

Long

2000 1000 1000

Railway Department.

Consulting Engineer's Office

N: 675-

57

From,

Lieut. Col. J. B. Shaw Stewart, P.E.,
Consulting Engineer for Railways.

To,

Colonel J. W. Walker, P.E.,
Secretary to Government
Public Works Department
Fort Saint George.

Sir,

I have the honour to
report for the information of Govern-
ment that since the receipt of their
order dated the 2nd ultimo, N: 2584,
I have been in communication
with the Post Master General and
with the Authorities of the Madras
Railway upon the subject of the
changes proposed in the train
service. The order in question
was at once communicated to the
Railway

P.W. 6053/72.

P.H. 3rd March 1873
Bh: 50.

28. Nov. 72-

75.

Railway Authorities, and I enclose two letters* which subsequently passed between the Agent and this Office. No reply has come to the second of these letters, but I understand that the Railway Authorities do not consider it advisable to open the Veilgherry branch to Coimbatore so long as the train service remains unchanged.

2. Immediately after the order of Government under acknowledgment reached this Office, I received the Post-Master General's letter* dated the 9th ultimo, in which it is explained that, in order to remove the inconvenience which the existing train service between Bombay and Madras occasions to the mails,

* Trans. Agent No. 333-13 Coimbatore 1873 with enclosure
To Agent No. 941-15 Madras 1873.

* No. 4766
3/55
with enclosure

2
mails, it has been proposed to start the mail train from Bombay at 2-30 p.m. instead of at 11 a.m., and to run between Bombay and Paichore at a considerable increase of speed, the saving of time to be effected in the 426 miles being no less than 4 1/4 hours. Under instructions from the Director General, the Post-Master General suggested that the time-tables of the railways in this Presidency should be altered and made to suit these arrangements, and that the trains should be run at accelerated rates of speed, corresponding to the proposed rate between Bombay and Paichore.

3. At my suggestion a meeting was arranged to be held upon the 18th ultimo, for the discussion of

of the many points which required consideration; but, owing to an accident, the Agent of the Madras Railway was unable to be present, and a second meeting was held upon the 26th ultimo, which was attended by the Post Master General, the Agent and the Traffic Manager of the Madras Railway, and myself. At this meeting the whole question was thoroughly discussed; but the views held by the Post Master General on the one hand, and by the Railway authorities on the other, were so hopelessly antagonistic, that it seemed best as the only possible way of arriving at a decision, to lay before Government Major Bourke's

proposals

(13)
proposals, with the Railway Authorities' objections to them, and to suggest to His Excellency in Council the advisability of holding a Conference at which the Members of Government would have an opportunity of hearing the arguments on both sides. If my proposal commends itself to His Excellency, I would respectfully suggest that the Post Master General, the Chairman of the Chamber of Commerce, the Agent and the Traffic Manager of the Madras Railway, and the Agent of the Great Southern of India Railway, be invited to attend the Conference; and that, in fixing the day, sufficient time be allowed to the last named gentleman to come to Madras from Negapatam.

Nagapatam.

4.

The accompanying letters will place the Government in possession of the principal arguments which have been advanced on each side; and in submitting them. I beg to draw special attention to the fact noticed by Major Burke, that the mail train arrangements in this Presidency have hitherto been extremely inconvenient, and that this is the first proposal that has ever been made for their improvement by the establishment of one train daily throughout all the lines of railway in the Presidency.

At present, as remarked by Major Burke, dribbles of mails are conveyed by every train; and it is acknowledged
by

From Post Office General Railway Company 11th Dec 1871-12

From Post Office General 27th December 1872
with inclosure

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by the Railway Authorities that it would be a great boon to them if one train, and one only, in each direction were recognised as the mail train, and if the present practice of sending mails by every train were discontinued. The difficulty is to arrange a train which will provide for the carriage of the mails without delay, and which at the same time will not entail inconvenience upon the travelling public. In considering the subject, two points may be taken as fixed; the hour of departure from, and of arrival at, Bombay. In his second letter, Major Burke proposes that 1 p.m., instead of 2.30 p.m. as suggested by the Director
General

General, should be fixed for the train to leave Bombay, and the hour of arrival is fixed at 11 a.m.

5. Taking these two as fixed, it does not seem to me that, so far as the proper and regular conveyance of the mails is concerned, it would be possible to improve on Major Bourke's proposals; and this is admitted by the Railway Authorities. Their objections to these proposals are based on two grounds; first, on the score of increased expense; second, on the score of the inconvenient hour 12.45 a.m., named for the mail train on the South-West line to leave Madras.

6. With regard to the
fixed

(67)
first objection, the Traffic Manager says, "the increased speed would
"invaluable the Company in such very
"serious extra cost that it does not
"seem possible for the Company to
"entertain the proposition?" Upon this point I have only to observe that it does not rest with the Company to entertain or to reject the proposal. Clause VIII 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

service will most conduce to the public convenience and advantage.

The question for decision is simply whether the extra expense which Major Bourke's proposed arrangements would entail, and the inconvenience which they would cause to passengers, would be counterbalanced by the advantage of securing that the mails shall be delivered in all parts of the Presidency with as little loss of time and as great certainty as is possible. With regard to the 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 extra trains mentioned by the

Traffic

69
Traffic Manager amounts to a small matter; and third, that any extra cost will fall, not upon the Railway Company, but upon the State. The inconvenience to passengers, arising from the hour (12:45 a.m.) at which Major Bourke proposes to start the South-West train from Madras, is nothing more than they are obliged to submit to in other parts of India, and in all parts of the world.

In considering this question it should be borne in mind, first, that, while every individual of the public is daily interested in the quick transit and delivery of the mails, it is only on very rare occasions, perhaps once or twice in the year, that

he

the would have to suffer what incon-
-venience is entailed by the train
starting from Madras at 12.45 a.m.
Second, that the inconvenience, such as
it is, would be felt by only a small
section of the residents in the town of
Madras, while the advantage of se-
-curing rapid transit for the mails
would be shared by the whole of
Southern India.

I have the honour to be

Sir

Your most obedient servant

Markham P. Lieut. Col., R.E.,
Genl. Engineer for Railways.

Madras
6th December
1872

Box 2nd floor / 32 N 38-39 Orig

P. W. 1872 Department
 Div. of Gov. for March
 No. 6053.

The Consulting Engineer
for Railways.

To,
The Secretary to Government
Public Works
Deptⁿ.

Dated 6th
Rec^d " 7th } Dec 5/72.

Hub 695-
Encl: 7-

Regarding the
changes proposed in
the Train service.

N^o 678 - 3^o elenco / 73.

Ch. 50
617 Feb 4/73 a. 187
613 Dec 7/72

Major Howard has also
been brought
heavily to aid her
- rate them in con-
sequence to the
for the - and her
partly to see that
the aid was taken to
the Congress which
community - which
his efforts involve
and the only
objects that will
also be a look to
interest to the Board
and the State
financially.

The idea of
starting from
arriving at such

place as London
the middle of
the city is out
of the question -

The travelling public
Especially the water
patrons - would be
most seriously con-
vinced - and
the business of the
city would
be entirely
ruined - how the
fact that this in-
convenience is
at Dublin - in
Europe - this is no
doubt true but he
forgets that there
several train run

daily from the
city centre -
own convenience
here - I shall be
have but an idea
that train daily
each way -

As regards the
trains to I think
King's Cross the ex-
aggerates the im-
portance of his
theatre - The English
mind which is
sensible but does
not see the
consequence of
being near the
theatre or the
theatre / situated
between the
by the theatre
and the theatre
then the theatre

Can be during the
improvement of
these facilities - the
small section of
the work which
they can carry -
the address of
which the telephone
affords in the way
of rapid commu-
nication. There is
no excuse for leaving
the bus lines to the
long distance lines and
revenue - District.

On the N. West
line the car goes
to Portland and the
train goes to
Bainbridge at 1 P.M.
Leaving from a car (the
station for the train
is at the end of the

Leaving at 4.20 P.M.
and the train at
5.30 A.M. The train
to Bainbridge leaves
Portland at 6.45 P.M.
Leaving from the car
at 8.15 A.M. and
reaching Bainbridge at
11 A.M. of long as
the President's train
runs as they do
We have seen this
kind of long miles
though the distance
at the end of the
line 5 hours from West
+ 2 hours from East.
We might think
inferior to the
best of the
available cost of
a car between the

Mails accordingly.
The the verbal
I would then not
for the letters.
from in the first
part of this time.
I see no need for
any confusion con-
cerning me can see
it a chance that
starting from
London at mid-
night & reaching
Bangalore at 11.30 P.M. & again
leaving Bangalore at
3.30 A.M. must
be most in con-
venient. While
all that can be
done in favor of
that English letter

will be received
not too late. The
are true. (74)
With the rail
road to the station
it will be necessary
to leave daylight
beforehand I should
trust to turn
as to arrive at
Kuala Lumpur as
to admit of the
as cost of the
thrust in the
morning and to
depart at an
hour which will
enable passengers
to come from the
point by daylight.
I would refer
them to the book
on the subject
I.D.P. Sir

Since writing the
above I have read
the letter from
the Consulting Engineer
submitting as was
mentioned before
that I have
which I have
that I have

I have not
it and have
Mr. Montague letter
to the eye board
Is an train - with
all our having
to be done
5 hours at least
I have

I cannot
improvement
reference
improvement

Public Works Dept
81

Letter from the Consulting Engineer
for Railways dated 6th December 1872 N 675

Circulated for Orders.

It is submitted
that the proposals of
the Post Master General
appear well worthy of
careful consideration
on the part of the Rail-
way Authorities. The
time-table suggested
is doubtless capable of
improvement; particu-
larly with reference to
the hours of arrival
at

I doubt whether a dis-
cussion before the Council
is necessary.
The advantages of Napier
Mouche's scheme are is.
2. Through Mail train for the
Presidency at an average
speed of 20 1/4 miles -
which from the postal
point of view is a decided
advantage. gain.
The disadvantages are
1. Increased cost

at Metapalam and of course
departure from Madras.

The money value of the ^{2nd}
objection raised on the inconvenience to passengers
score of increased train mileage, increased speed departure —

and night service — ^{Paperized} to Bangalore
and ought to be estimated Madras. at 12.45 AM.
by the Consulting Engineer in obvious hour.

and the question then, Passengers to the hills
if the Government are will have to do the
prepared to meet the last portion of their
increased charge, resolves in the dark. or must
itself into a comparison sleep at Metapalam
of the convenience of Passengers leaving Beyhore.
Passengers with that of Negapatnam must start
the general public. at 3.30 AM. —

It is submitted. I conclude that the
that no possible good would ^{2nd} class fares — by night
result from a Conference per mile. —

The only point on which
further information is
required is the increased
cost involved by Major
Bourke's proposals — and
this should be supplied
by the Consulting Engineer
When this is obtained
the Govt. ^{will} have all that
is necessary to come
to a decision —

PM

in Council of the kind
suggested indeed that
a more trustworthy
decision may be looked
for where the opposing
interests are carefully
represented in writing
and fully explained
for the consideration
of Council. C.L.

G.M.W.

No 6053-

Post
Office

Post P. W. Dept
85

No 678
Proceedings of the Madras Government
Under date the February 1873
Read the following

From the Cons Eng^r for Railways / H. C. No 645 of 6 December 1872.

ML

His Excellency
the Governor in Council
is not prepared to accede
to the proposals made
by the Post Master
General, as regards,
the South West line.
Taking into consideration
the fact, that the train
service suggested would
not enable letters by
the English Mail
to

No 50.51.

613 Dec 72 A. 1872

to be answered in time
for the then outgoing
Mail, and the facilities
for rapid communica-
tion afforded by the
Telegraph, while the
inconvenience to the
travelling public, for
so long one train only
per day is provided,
through having to leave
Madras and arrive
at Bangalore at
night, must necessarily
be excessive. His Ex-
cellency is of opinion
that the relative im-
portance of the
postal and pas-
senger service has

been misjudged while
sufficient ground have
not been shown in justifi-
cation of the addition-
al outlay the proposals
would entail.

The Consulting
Engineer will draw
the attention of the
Railway Officers, when
the time-table for the
through service to Mala-
palam is under consid-
eration to the necessity
for so arranging the
times that Out-
passengers may with-
out difficulty ascend
and descend the Ghat
by daylight.

50
3

To the Secy. to Govt.
Rat. & M. S. S.

Dec 2. 6/3/73

L.M.

C/26053



Govt. of 1873

PUBLIC WORKS.

The Consulting Engs
for Railways

Dated

Recd.

10/7

34/10/78

Dec. 5/81

New Train Service. Pass.
orders in letter from the
Comdr. submitting pro-
posals of the Post master
General for a
Train Service.

K.M.S