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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No. / B.P. No.	1359	Press / Mis. 0874
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Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
21st May 1874.

No. 444. Read the following letter from Lieutenant-Colonel J. O. MAYNE, R.E., Secretary to the Resident, Hyderabad Public Works Department, to Colonel G. W. WALKER, R.E., Secretary to the Government of Madras, Public Works Department, Ootacamund, dated Bolarum, 28th April 1874, No. 98 R. G:—

I HAVE been desired by the Resident to submit the accompanying correspondence* on the subject of the "Time-table" for the Nizam's State Railway, trusting that, as the Hyderabad Subsidiary Force forms such a large portion of the Madras Army, and the Madras Government is therefore considerably interested in the arrangements for uninterrupted communication between this station and Madras, His Excellency the Governor in Council will be pleased to endeavour, by a slight change in the time of departure of the Bombay Mail from Madras, and, if possible, by a slight increase of speed of train, so to arrange that it may arrive at Shahabad before noon, and thus secure postal communication between Madras and Secunderabad within 48 hours.

* Letter from Consulting Engineer for Railways, Bombay, No. 1,235, dated 10th April 1874, and enclosure.
Letter from Engineer-in-Chief, Nizam's State Railway, No 9,442, dated 21st April 1874.

2. By the note drawn up by the Consulting Engineer for Railways, Bombay, it will be seen that the running of the mail trains from Bombay could not be changed so as to meet the Madras mails to enable them to be run together to Secunderabad, and therefore the Resident feels compelled to ask the Madras Government to endeavour to meet the convenience of the large Force at this station under the Madras Government, otherwise he fears he will be compelled to entail on all passengers and mails travelling to and from Madras an inconvenient and vexatious delay at Shahabad.

3. The Bombay mail now arrives as Shahabad at 8-54 A.M. The Madras mail at 3-30 P.M. To enable a train to arrive at this station before dark, or, say, 6½ P.M., it ought not to leave Shahabad later than 10 or 11 A.M. It would therefore be very desirable if the Madras train could be so arranged as to arrive at Shahabad, say, not later than 10½ A.M., or six hours earlier than at present. This, the Resident calculates, might be arranged by starting the Bombay mails three hours earlier, and giving, as far as Shahabad, an accelerated speed of 23 miles per hour in lieu of 20, the speed now prevailing. The total distance is 422 miles. The time now occupied is 21½ hours. 18½ hours would require a speed of 23 miles an hour.

Should the departure of the mails at 3 P.M. be inconvenient for the Western and Southern portions of India, it would not cost any large sum as the mails divide at Arconum (only 42 miles from Madras) to give the Bombay mails a special train.

4. This arrangement will also affect the Great Indian Peninsula Railway Company, who will be communicated with on the subject. The difficulty on the line of that Company will be the timing of the train to go down the ghaut by day-light.

The mail train now leaves Lanowlee for Bombay at 7-2 A.M., but the Resident assumes that there would be no objection to its leaving at 6-2 A.M., thus gaining an hour, and getting Madras mails and passengers into Bombay one hour sooner than at present, a by-no-means undesirable arrangement on the days of departure of English mails.

This would leave five hours to be accounted for. The distance from Shahabad to Lanowlee is 290 miles. Say the train left Shahabad at 11½ A.M., giving passengers a liberal time for a wash and breakfast, and arrived at Lanowlee 5½ A.M. next day, it would take 18 hours on the journey. ∴ gives a mean speed, including stoppages of 17 miles per hour, which possibly the Great Indian Peninsula Railway Company might not object to.

5. This arrangement would not, as far as the Resident can see, cause any serious inconvenience to Madras. 3 P.M. is not an inconvenient hour in the day for mails to leave. Passengers to Bombay would certainly be two hours longer on the whole journey to Bombay, but would arrive an hour earlier, a decided convenience. But passengers between Madras and Shahabad would benefit greatly, and the convenience to the large force at this station would be very great, and last, but not least, the postal communication between the Madras Government and the force here would be very considerably accelerated. A letter posted at 2 P.M. on Monday would be delivered at Secunderabad on Tuesday night. A reply would be posted on Wednesday and received in Madras early Friday morn.

6. The train will probably leave Secunderabad about 10 or 11 P.M. to arrive at Shahabad early next morning, in time for both Madras and Bombay mails.

From Major R. B. PEMBERTON, R.E., Engineer-in-Chief, Nizam's State Railway, to the Secretary to the Resident, Hyderabad Public Works Department, dated Bolarum, 21st April 1874, No. 9,442.

WITH reference to your No. 83 R. G., dated 15th April 1874, I have the honour to give my opinion as follows on the subject of the time-table for trains on the Nizam's State Railway on the assumption that, for the reasons given in the Memorandum by the Consulting Engineer to the Government of Bombay, it is not practicable to alter materially the times of arrival and departure at Shahabad of the up and down mails which are :—

Up mail to Bombay	Arrival	3-51 P. M.
Do. do.	Dept.	4-1 ,,
Down mail to Madras	Arrival	8-54 A. M.
Do. do.	Dept.	9-29 ,,

2. The question does not of course materially affect the goods traffic, and need be considered only with reference to mails and passengers, the former being the first in importance.

3. It admits, I think, of no doubt whatever that, although Secunderabad is at present garrisoned by troops under the orders of the Commander-in-Chief in Madras, the Bombay mails are by far the more important, as being those by which letters to and from England, to and from the head-quarters of the Government of India, whether at Calcutta or Simla, and to and from a large territory administered by the Resident at Hyderabad are carried, to say nothing of the correspondence with Bombay itself as a centre of trade. For the mail service therefore it seems to be more necessary to avoid detention of trains between Hyderabad and Bombay than of those in the other direction.

4. As regards passengers, although I have no statistics, I am inclined to the opinion that the larger portion of the native passenger traffic will be between Hyderabad and Bombay, but on this point I do not feel much certainty, and the Resident will probably be in a better position to judge than I am.

5. The European passengers will, I think, be pretty equally divided, those going to or returning from England forming the majority of those travelling between Shahabad and Bombay: those journeying in the other direction being chiefly visitors to the Neilgherries and Bangalore, and Military Officers on duty.

6. The passenger traffic would therefore, when considered as a whole, if my anticipations be correct, be also better served by the trains on the Nizam's State Railway being in connection with the trains to and from Bombay rather than with those to and from Madras, and if it were a question of a similar or nearly similar number of hours' detention in each case, I should decide at once in favour of timing the Hyderabad trains so as to have little or no detention for mails and passengers to and from Bombay.

7. This would be provided for by the following trains daily :—

Up (to Shahabad).		*Down (from Shahabad).*	
Hyderabad	7 A. M.	Shahabad	9-30 A. M.
Shahabad	3-30 P. M.	On arrival of mail from Bombay...	
And thence direct to Bombay ...		Hyderabad	6 P. M.

8. We should thus be able to post letters for Bombay about 18 hours later than at present, and receive them about 18 hours sooner. The reply to an important letter could, moreover, be despatched within 12 hours of receipt if the local arrangements admitted of prompt delivery.

9. Passengers and mails going to Madras from Hyderabad would have to wait at Shahabad from 3-30 P.M. to 9-29 A.M. of the next day, or 18 hours, involving a night there, and passengers or mails from Madras to Hyderabad would have to remain at the same place during nearly the same hours, as they would arrive at 3-51 P.M. and not leave for Hyderabad till 9-30 the next day.

10. Colonel Trevor's other scheme timed to suit the mails to and from Madras is—

Up (to Shahabad).		*Down (from Shahabad).*	
Hyderabad	12 night.	Shahabad	4 P.M.
Shahabad	8-30 A. M.	On arrival of mail from Madras ...	
And thence direct to Madras ...		Hyderabad	12-30 A.M.

11. Passengers for Bombay would in this case certainly only be detained at Shahabad from 8-30 A.M. to 4-1 P.M., or, say, 7½ hours, and those from Bombay to Hyderabad from 8-54 A.M. to 4 P.M., or seven hours, but the reply to a letter either to Madras or Bombay would be very much detained as the mail would reach Hyderabad just half an hour after the despatch of the outgoing one.

12. Under the scheme timed to meet the Bombay mail a letter sent from that place on Monday by the 2-30 P.M. train would reach Hyderabad at 6 P.M. on Tuesday, the reply could be sent off by 7 A.M. on Wednesday and would reach Bombay at 11-15 A.M. of Thursday.

13. Under the other scheme the letter would reach Hyderabad at 12-30 A. M. of Wednesday the reply could not leave Hyderabad till 12 at night of Wednesday and would not reach Bombay till 11-15 A.M. of Friday.

14. Therefore I think if either scheme is to be adopted in its integrity the Bombay mails would be so very much interfered with by the adoption of the continuous service to Madras that, though the Madras mails would suffer even more by the adoption of the other scheme, the latter must be left to their fate. But, I think, a compromise might be made in this way.

15. I would start the train from Shahabad at 9-30 A.M., that is on the arrival of the mail from Bombay, as before proposed.

16. Now under that scheme, as propounded by Colonel Trevor, the corresponding up mail would leave Hyderabad at 7 A.M. As far however as letters are concerned it is really of very little importance whether the post is closed at 6 A.M. or at 11 P.M. of the previous night, and I would therefore start the up-train as on the other scheme, at 12 at night, so that it go direct without stoppage to Madras, whilst mails and passengers for Bombay would stay 7½ hours at Shahabad.

17. As regards letters this would be practically so many hours' delay at Shahabad instead of an equal number lying in the Post Office at Hyderabad, for no letters would be posted between 12 at night and 7 in the morning, and as regards passengers the difference would be that instead of sleeping here they would sleep in the train and have a rest at Shahabad.

18. A modification of the above would be to start the train from Hyderabad at 11 P.M., getting into Shahabad at 7-30 A.M., which would give the Madras passengers two hours for bathing and breakfast, and would also be a better hour and I think a very convenient one for the start. Passengers would have dinner at the usual hour and drive to the station.

19. My time-table would therefore be—

Up (to Shahabad).		*Down (from Shahabad).*	
Hyderabad	11 P.M.	Madras	6 P. M.
Shahabad	Arrival 7-30 A. M.	Bombay	2-30 P. M.
Madras	7 A. M.	Shahabad	Dept. 9-30 A. M.
Bombay	11-15 A. M.	Hyderabad	6 P. M.

20. Under this scheme letters would arrive at Hyderabad at 6 P.M., should be delivered there and at Trimulgherry and Secunderabad by 7 P.M., and could be answered by the return mail at 11 P.M. if urgent, as the replies could be posted in the train.

21. In the above I have made my remarks principally with reference to Hyderabad, treating it as the terminus. If two trains be worked from the junction the time at Trimulgherry will be practically the same as at Hyderabad, but if the whole train be taken *viâ* Hyderabad to Trimulgherry the hours of arrival at and departure from, Hyderabad entered in the tables should be those for arriving at, and leaving Trimulgherry, for, the whole distance from Shahabad would be as follows—

Shahabad to Wuddi	6
Wuddi to Hyderabad	115
Hyderabad to Junction	3
Junction to Trimulgherry	6
	130

for which the 8½ hours allowed ought to be ample.

From the Consulting Engineer for Railways, Bombay, to the Secretary to the Resident, Hyderabad, dated Bombay, 10th April 1874, No. 1,285.

I BEG to enclose, for the consideration and orders of the Resident, copy of a Memorandum I have drawn up in regard to the time-table for the Nizam's State Railway.

2. A copy has been forwarded to the Agent, Great Indian Peninsula Railway Company.

TIME-TABLE.

Nizam's State Railway.

THIS Railway it is understood is nearly ready for traffic, and is expected to be opened at the end of the rains. It is to be worked by the Great Indian Peninsula Railway Company, and it is desirable that steps should be taken to arrange a time-table. The traffic it is believed will be small, not more than sufficient for one train each way daily, and the question for determination is what would be the most convenient hours for these trains.

2. The trains on the Great Indian Peninsula arrive at Shahabad at the following times:—

From Bombay to Madras ... ... 8-54 A.M.

From Madras to Bombay ... ... 3-51 P.M.

The mean speed of the train from Bombay is 20 miles an hour.

The mean speed from Madras is nearly the same.

The maximum speed on the Great Indian Peninsula is for the Calcutta mail 616 miles in 26 hours, or a mean speed of 23·7 miles an hour. But a great portion of this distance is double line, and the grades on it are not so numerous or so continuous as on the South-East Line. On the Madras Railway the line is all single, and the Great Indian Peninsula Line, south of Bhore Ghaut, is likewise single. No acceleration of speed can be looked for in either of the two systems that would be of much service in bringing the up and down trains into Shahabad station at about the same time.

3. Nor can much be done in this direction by altering the hours of arrival and departure at Madras and Bombay. The trains at the first of these towns arrive at 7 A.M. and depart at 6 P.M., both of these hours are very convenient to the public. At Bombay the train arrives at 11-15 A.M. and departs at 2-30 P.M. These trains are regulated by the necessity of crossing

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21st May 1874.

the ghauts by daylight, and of picking up the mails from Calcutta for Madras at Callian. The departure cannot be made later than at present, as even now a speed of 30 miles an hour is required in the Concan to get to the top of the ghauts before it becomes dark, nor can the arrival be made much earlier without coming down the ghauts before daylight.

4. Hours of departure and arrival at Madras and Bombay being more or less unalterable, and the speed of the train being fair, it only remains to decide with which of the two services, Madras or Bombay, the Hyderabad service should be made to fit in. If connected with Madras and with a mean speed of 15 miles an hour on the Hyderabad line, the service would be as follows:—

Up.

Hyderabad	12 or 1 A.M.	
Wuddi	8 or 9 A.M.	
Shahabad	8-30 or 10 A.M.	
Madras	7 A.M., 2nd day.	
Bombay	11-15, 2nd day.	

Detention of Bombay passengers at Shahabad about 6 hours, *i.e.*, from 8-30 A.M. to 4-1 P.M.

Down.

Madras	Dept.	6 P.M.
Bombay	do.	2-30 P.M.
Shahabad	do.	3 or 4 P.M.
Wuddi	do.	3¾ or 4-30 P.M.
Hyderabad	Arr.	12 12-30 A.M.

Detention of Bombay passengers at Shahabad 6 to 7 hours, *i.e.*, from 8-54 A.M. to 3 P.M.

Time of transit to or from Madras about 30 hours. Time of transit from Bombay about 35 hours.

Up.

Hyderabad	Dept.	7 A.M.
Shahabad	Arr.	3-30 P.M.
Bombay	do.	11-15 A.M., 2nd day.
Madras	do.	7 A.M., 3rd day.

Madras detention at Shahabad 18 hours, *i.e.*, from 3-30 P.M., one day, to 8-54 A.M. next day.

Down.

Bombay	Dept.	2-30 P.M.
Madras	do.	6 P.M.
Shahabad	do.	9-30 A.M.
Hyderabad	Arr.	6 P.M.

Madras detention at Shahabad 18 hours, *i.e.*, from 3-51 P.M., one day, to 9-30 A.M. next day.

Time of transit to Madras, 48 hours.

Time of transit to Bombay, 28 hours.

Hyderabad departure either 12 or 1 at night, according as the passengers changed at Wuddi or Shahabad, and Shahabad arrival at 9 or 10 A.M. Hyderabad arrival would be in the same way 12° or 12° 30′, at night with departure from Shahabad at 3° or 4° respectively. Connected with the Bombay Mail Service the hours will be as follow:—

Shahabad departure at 9° 30′, and arrival at 6 P.M., and Hyderabad departure at 7 A.M. and Shahabad arrival at 3° 30′.

5. The respective merits and demerits of these two plans are as follow:—Under the first or connection with the Madras Service, the hours of Hyderabad local service will be very inconvenient, and Bombay passengers will be detained about six or seven hours at Shahabad; but, on the other hand, the mails will be delivered on the second day in both Madras and Bombay from Hyderabad and *vice versa*. Under the second plan the Madras passengers will be detained 18 hours at Shahabad, and the Madras mails will not be delivered till the third day. On the other side, there will be a very convenient local train service.

6. It is for the Nizam's Government to decide which of these alternative services should be adopted, but in either case it is obvious that with a service of only one train a day each way a large number of passengers will be detained for a considerable number of hours at Shahabad, and it is suggested that steps should be taken to build a dhurmsalla and a travellers' bungalow inside the Great Indian Peninsula premises, in which travellers could rest, get food, etc., while waiting for their train.

(Signed) J. S. TREVOR, Colonel, R.E.,
Consulting Engineer for Railways.

Proceedings of the Madras Government, Public Works Department,
21st May 1874.

No. 445. ORDER THEREON, 21st May 1874, No. 1,359.

RAILWAY, No. 50.

REFERRED to the Consulting Engineer for report in communication with the authorities of the Madras Railway and with the Postmaster General.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.
,, Post-Master General.

No 98 R.J. / 1874

From No. 2745
The Secy. to Govt.
Judicial Dept.

To
The Secy. to Govt. of India,
Pub. Department.
Calcutta

D/ Calcutta 28th April 1874
Received 8th May 1874

Encl: 3 /

1359

Referred to the
Consulting Engineer for
report in communication
with the authorities of the
Madras Railway and
with the Post Master
General.

Commdr. Coll. RE.
Secretary to Govt
P.W.D.

To Consg Engr
" Post Master Genl
S. Capies dest. to both 29/5/74.

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Ch. No: 1359. 21 Dec 1874.
In this connection
in the subject of the
"Irrigation Tanks" for the
Nizam's State Railway

2745 I

Govt. of 1874 Madras

PUBLIC WORKS.

To

Rly. Engr. for Railways

Dated

Rcvd. Encl. 3.

G. O. 21 May 74, No. 1359

Nos. 1444-645.

Nizams' State Railway.

The correspondence submitted to the Govt. by the Resident Hyderabad. Proposed on the subject of the Time Table for the Nizam's State Railway, is forwarded to the Govt. for necessary communication with the Collectors of Rly and Post Master Genl.