

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.	1550	Press
B.P. No.		Mis.
Dated	12-6	1874.
		—195—

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
12th June 1874.*

No. 234. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G.W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 15th April 1874, No. 225:—

I HAVE the honour to lay before Government for consideration a letter* from the Collector of Coimbatore, in which it is suggested that the comfort of passengers proceeding to the Neilgherries would be promoted if an additional train were to leave Pothenore at 4 A.M. and Coimbatore at 4-15 A.M., reaching Mettapolliem about 5-15 A.M. Mr. Wedderburn observes that, under present arrangements, passengers for the Hills are obliged either to remain at Mettapolliem most part of the day and night, or to ascend the ghaut in the heat of the day, which, he says, must be very prejudicial to invalids. He further suggests that it would add to the comfort of passengers going down the ghaut if they had not to wait till 2 P.M. for the train from Mettapolliem, but if they could start about 10 A.M. when they could rest at Pothenore, a much cooler place than Mettapolliem.

* No. 6, 25th March 1874.

2. Before submitting Mr. Wedderburn's proposal to Government, I addressed the Agent of the Madras Railway Company on the subject, and from his reply No. 298, 1st April 1874, enclosed. it will be seen that the extra trains proposed are not required for the regular traffic, and could only be run at considerable loss.

3. The existing arrangements of the mail service are well known to Government. The mail train leaves Madras at 6 P.M. and reaches Mettapolliem at 9-30 A.M., running at a speed of more than 21 miles per hour, stoppages included. There can be no doubt that it would be more convenient to the travelling public if the train could be so arranged as to reach Mettapolliem at 5 A.M. This, however, could be attained only in one of two ways, either by a considerable increase to the speed of the mail train, which the Government have pronounced to be inexpedient with due regard to safety and economy, or by a change in the time of leaving Madras from 6 P.M. to 1-30 P.M., a change which would, I presume, be extremely inconvenient to the Post Office.

4. I cannot recommend Mr. Wedderburn's suggestion for sanction. It seems to me that, while it would certainly entail considerable extra cost, it would not add appreciably to the comfort of travellers. At present travellers to the Neilgherries reach Mettapolliem at 9-30 A.M.; and they have the option of proceeding upon their journey on the same day, reaching Coonoor or Ootacamund before night-fall; or of halting at Mettapolliem, where there is a comfortable hotel, for 19 hours, and continuing their journey at 4-30 A.M. the next day. According to Mr. Wedderburn's suggestion, travellers would halt at Pothenore for more than 20 hours, from 7-50 A.M. until 4 A.M., and would leave Mettapolliem about 5-30 A.M. I am of opinion that most travellers would prefer the halt at Mettapolliem, and that the gain to those who would prefer the halt at Pothenore is certainly not sufficient to justify the extra expense.

*Proceedings of the Madras Government, Public Works Department,
12th June 1874.*

From A. WEDDERBURN, Esq., Collector of Coimbatore, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Coimbatore, 25th March 1874, No. 6.

I HAVE the honour to suggest, for the consideration of Government, and for the comfort of persons proceeding to the Neilgherries, who by present arrangement, unless the rate of the mail train be accelerated, are obliged either to remain most part of the day and night at Mettapolliem, or to ascend the ghaut in the heat of the day, that a train should leave Pothanore at 4 A.M., Coimbatore 4-15, reaching Mettapolliem at 5-15. This would enable persons to break their journey at Pothanore, where there is a commodious bungalow, and to get up the ghaut before the heat became oppressive.

2. It is impossible to drive up the ghaut (at least for the majority) and the slow progress by bearers, in the heat of the day, must be very prejudicial to invalids.

3. It would also add to the comfort of passengers going down the ghaut, in the cool of the morning, if they had not to wait till 2 P.M. for the train at Mettapolliem, but if they could start, say, at 10 A.M., when they could rest at Pothanore, a much cooler place than Mettapolliem.

4. Government have been at great expense in building a bungalow at Pothanore, and passengers have generally been pleased with the arrangement there provided.

5. This proposal only involves an extra train on the branch line, which might possibly be also availed of for local traffic.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 1st April 1874, No. 293.

I HAVE the honour to forward herewith, for submission to Government, a copy of the report* made to me by the Traffic Manager, arising out of the proposal of the Collector of Coimbatore

that, with a view to the comfort of passengers proceeding to the Neilgherries, a train should leave Pothanore daily at 4 A.M. and Coimbatore 4-15 reaching Mettapolliem at 5-15 A.M.

2. I am quite ready to admit, that, so far as the comfort of passengers is concerned, the extra trains proposed by Mr. Wedderburn would prove a great boon, but owing to the dullness of trade, etc., etc., I am satisfied from what Mr. Church tells me that, so far as the interests of the Company are concerned, there is every probability of the trains being run at a considerable loss.

3. I venture to remind you that I have been repeatedly urged to exercise the strictest economy in working the traffic, and, therefore, I can hardly be expected to advocate an arrangement which I feel satisfied would result in a loss to the Company.

From H. E. CHURCH, Esq., Traffic Manager, to R. B. ELWIN, Agent and Manager, Madras Railway Company, dated Madras, 31st March 1874, No. A. 2:15 A.M.

Neilgherri Passengers.

Consulting Engineer's letter No. 292, of the 27th instant with enclosure from the Collector of Coimbatore.

Mr. Wedderburn's proposition would, of course, involve the running of an additional train each way daily between Pothanore and Mettapolliem, a distance of 25 miles, if, as I suppose, the Postmaster General and the public would not consent to a detention of the mails at Pothanore for 20 hours.

2. To enable you to judge how far the existing ordinary train service (one train each way daily) between Coimbatore and Mettapolliem is capable of meeting the requirements of the traffic, it will probably be sufficient to say that since the opening of the branch on the 1st September 1873, it has only been found necessary on six occasions to supplement the ordinary train service.

*Proceedings of the Madras Government, Public Works Department,
12th June 1874.*

No. 235. ORDER THEREON, 12th June 1874, No. 1,556.

RAILWAY, No. 39.

His Excellency the Governor in Council agrees with the Consulting Engineer for Railways as to the inexpediency of running the additional train proposed by the Collector of Coimbatore.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.
„ Revenue Department.

Exd. S. T. Austin.

Spare Copies

No. 298

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE.

Madras, 1st April 1874.

From

Robert B. Kluwe Esq.
Agent and Manager. M. R. Company

To

Lieut. Colonel J. H. Mc. Shaw Stewart R.E.
Consulting Engineer for Railways.

SIR,

Have the honour to forward
herewith for submission to Government a copy
of the Report made to me by the Traffic Manager
arising out of the proposal of the Collector of
Coimbatore that with a view to the comfort of
Passengers proceeding to the Nilgherries a train
should leave Pothenore daily at 4 A.M.
and Coimbatore at 4-15 reaching Mettupalayam
at 5-15 A.M.

2. I am quite ready to admit, that so
far as the comfort of Passengers is concerned
the extra trains proposed by Mr. Wedderburn
would prove a great boon, but owing to the
dullness of trade &c &c I am satisfied from
what Mr. Church tells me that so far as
the interests of the Company are concerned
there

rcd 24.3.74
31st March/74.

8
43
there is every probability of the trains being
run at a considerable loss.

3 I venture to remind you that I have
been repeatedly urged to exercise the strictest
economy in working the traffic, and there-
fore I can hardly be expected to advocate
an arrangement which I feel satisfied
would result in a loss to the Company.

Have the honour to be,

Sir

Your most obedient servant.

W. H. Smith

Agent and Manager.

C/ 243. 17. 11. 863.

Madras Railway
Traffic Manager's Office
Madras 31st March 1874.

The Agent and Manager
M. R. Co.

Dear Sir,
Chelapatti Passengers.
Cons. Engineer's letter to 292 of the 27th instant
with enclosure from the Collector of Coimbatore.

Mr. Koderibhar's proposition would, of course, involve the running of an additional Train each way daily between Potharore and Chelapatti, a distance of 25 miles, if, as I suppose, the Postmaster General and the public would, not consent to a detention of the trains at Potharore for 20 hours.

To enable you to judge how far the existing ordinary Train Service (one Train each way daily) between Coimbatore and Chelapatti is capable of meeting the requirements of the Traffic, it will probably be sufficient to say that since the opening of the Branch on the 1st September 1873, it has only been found necessary on (6) six occasions to supplement the ordinary Train Service.

Yours faithfully
H. C. Church
Traffic Manager

1 True Copy.
H. C. Church
Agent & Manager

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Ms. 712 27 June 1874

Dated 1st April 1874

Recd. 1st June 1874
No. 298.

Regarding the first
= item made by the
of Coimbatore to see
an extension in
daily section. All
the Commission of
Coimbatore Passengers
P. R. 2283/74

P. H. 2283/174
 129. 2/12 June/11
 du 22. 234

P. W. 1874 Department
No. 2283
From
The Comptroller General
for Railway
to
The Secretary to Government
Public Works Dept
East India House
Madras.
Dated 15th of April 1874
Received 15th
Enclos. 3. No. 225
Submitting letters
from the Collector, Coimbatore
and the agent Mr. J. J. J. J.
to form an additional
branch daily between
Mysore & Mettupalayam
for the convenience of
passengers.

[illegible]

22831
Govt. of 1874 Madras.

PUBLIC WORKS.

To The Secy. to Govt.

Dated

Recd.

Encl. 3

G. O., 12 June 1874, No. 1556

Nos. 234-235

Train Service Nalgerry Branch
Madras Ry

Agreeing with the
Comgr. for Railways
as to the expediency
of running ^{the} an additional
train between Pothanur
& Mettupalayam daily as
proposed by the Collector of
Cimbatore -