M.R.O. 1—10,006—28-2-50

(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. 2186-87-88 Press
B.P. No. Mis.

Dated 8-8-1874 195

Not to be folded or roughly handled

No. 173. 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, 30th June 1874, No. 377:—

In compliance with the instructions conveyed in the Order of Government, dated the 21st May 1874, No. 1,359, I have the honor to submit, for the consideration of His Excellency in Council, the accompanying letters* from the Agent of the Madras Railway Company and the Postmaster-General regarding the proposed arrangements of the train service upon the Nizam's State Railway.

* From Agent, Madras Railway, No. 496, 5th June 1874.
From Postmaster-General, No. 367, 6th June 1874.
From Postmaster-General, No. 446, 18th June 1874.
From Agent, Madras Railway, No. 557, 29th June 1874.

2. Mr. Elwin shows that it is impossible to alter the mail train arrangements on the Madras Railway as suggested by the Resident at Hyderabad. He forwards a report from the Traffic Manager, in which Mr. Church observes that no provision appears to have been made for the goods traffic upon the Nizam's State Railway, and that separate trains will doubtless have to be run for that purpose. Mr. Church adds his opinion that, under any circumstances, the most economical way to the State of securing direct communication between Hyderabad and the Presidency towns of Madras and Bombay would be to run two mixed trains (for mails, passengers, and goods) each way daily between Hyderabad and Wuddi. In this opinion Mr. Elwin concurs.

3. The Postmaster-General alludes to the alternative time-tables suggested in Colonel Trevor's Memorandum, and strongly deprecates the adoption of the second one, by which Madras mails and passengers would be delayed at Shahabad for eighteen hours. He recommends that the mail train should leave Madras at 5 P.M. instead of 6 P.M. as at present, that it should descend the Bhore Ghaut at 6-2 A.M. instead of 7-2 A.M., and reach Bombay at 10-15 A.M. instead of 11-15 A.M. Subject to the effects of this alteration, he recommends the adoption of the first of the two time-tables given by Colonel Trevor; the westward train starting from Hyderabad at 12 midnight and reaching Wuddi at 8 A.M., and the eastward trains leaving Wuddi at 2-30 P.M. and reaching Hyderabad at 10-30 P.M.

4. The proposals both of the Postmaster-General and of the Madras Railway Authorities involve matters which cannot be settled without a reference to the officials of the Great Indian Peninsula Railway Company, and it seems to me that it would be well to forward these papers to the Bombay Government and to the Resident at Hyderabad for consideration. So far as the comfort and convenience of the public are concerned, there can be no doubt that the running of two trains daily between Wuddi and Hyderabad would be the simplest and most satisfactory solution of the question at issue. With a slight alteration, the hours named by

the Traffic Manager of the Madras Railway would, in my opinion, be suitable; the skeleton time-table being somewhat as follows:—

From Hyderabad.

		1	2
		P.M.	A.M.
Hyderabad	Dep.	10 0	7 0
Wuddi		A.M.	P.M.
Do.	Arr.	7 0	3 0
Madras	Dep.	9 48	3 33
Bombay	Arr.	6 30	
	,,		11 15

To Hyderabad.

		1	2
		P.M.	P.M.
Bombay	Dep.	2 30	
Madras	,,		6 0
		A.M.	
Wuddi	Arr.	9 48	
Do.	Dep.	10 15	3 33
		P.M.	4 0
Hyderabad	Arr.	6 30	
			12 0

5. If it is found to be impossible, with due regard to economy, to run two trains daily between Hyderabad and Wuddi, it seems to me that the interests of the public would be best consulted by adopting the first of Colonel Trevor's alternative time-tables, as suggested by the Postmaster-General. I cannot, however, advocate Major Bourke's proposal to start the mail train from Madras at 5 P.M. Such a change would in every respect be a retrograde step; and, as compared with the existing arrangements, would entail great inconvenience upon the public. But it is unnecessary to allude further to it at present, inasmuch as the proposal is made upon the supposition that the Great Indian Peninsula Railway Authorities will be able to despatch the mail train from Lanowlee at 6-2 A.M. railway time, or about 5-30 A.M. local time, a point which is more than doubtful.

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, 5th June 1874, No. 496.

In reply to your letter No. 500, of the 1st instant, I have the honor to refer you to Order of Government, No. 885, dated the 30th of March 1874, in which His Excellency the Governor in Council expressed his concurrence in the conclusion that had been arrived at that it would be inexpedient, with due regard to safety and economy, further to increase the speed of the mail trains on the South-West Line. The reasons which apply to the trains on the South-West Line are equally applicable to the trains on the North-West Line, if not more so, and I am not prepared to agree to any re-arrangement of our time-table which will involve an increase of our present rate of speed between Madras and Raichore.

2. I think also that the Resident of Hyderabad is mistaken in supposing that 3 P.M. would be a convenient hour for the mail to close in Madras. One of the reasons for altering the hour of departure of the North-West Line mail train from 5 P.M. to 6 P.M. was to afford to merchants and others an hour longer for posting their letters, and as far as the postal service is concerned there can, I think, be no doubt that 6 P.M. is a far more convenient hour than 3 P.M. for the departure of the train.

3. I have discussed the matter with the Traffic Manager, and I agree with him in thinking that the way out of the difficulty is that suggested in the enclosed copy of his letter, No. C'427-944, dated the 3rd instant.

From H. E. CHURCH, Esq., Traffic Manager, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 3rd June 1874, No. $\frac{C'427 \text{ A and M}}{944.}$

NIZAM'S STATE RAILWAY.

Consulting Engineer's letter No. 500, *dated* 1*st June, enclosing Order of Government, No.* 1,359, *dated* 21*st May* 1874.

THE question raised in these papers seems to be more for the consideration of the State than for individual Railway Companies, and resolves itself into this:—How can direct communication between Madras and Hyderabad and between Bombay and Hyderabad be secured at the minimum of cost?

2. It is proposed to run one train each way daily on the Nizam's State Railway for mails and passengers, and, in order to secure direct communication with Bombay and Madras, the Madras Railway Company is asked to alter its time-table, to keep its through passengers from Madras to Bombay two hours longer on the road, and to increase the speed between Madras and Raichore to such an extent as to add very considerably to the present relatively high working expenses.

3. No provision is made in these papers for the goods traffic on the Nizam's State Railway, which cannot fail to be considerable, or at least much larger than can be accommodated by the train conveying mails and passengers, and separate trains will doubtless have to be run for the conveyance of goods.

4. But, under any circumstances, there can be little doubt, I think, that the cost of running a train each way daily between Hyderabad and Wuddi (a distance of 131 miles) will be much less than the cost which would result from increasing the speed of the mail train between Madras and Raichore, a distance of 350 miles, and therefore the most economical way to the State of securing direct communication between Hyderabad and the Presidency towns of Madras and Bombay would be to run two mixed trains (for mails, passengers, and goods) each way daily between Hyderabad and Wuddi, about the following times:—

From Hyderabad.

		1	2
		Mid.	A.M.
Hyderabad	Dep.	12 0	7 0
		A.M.	P.M.
Wuddi	Arr.	9 0	3 0
	Dep.	9 48	3 33
Madras...	Arr.	6 30	
Bombay	,,		1 15
		A.M.	A.M.

To Hyderabad.

		P.M.	A.M.
Bombay	Dep.	2 30	
Madras	,,		6 0
		A.M.	
Wuddi	Arr.	9 48	3 33
	Dep.	10 15	4 0
Hyderabad	Arr.	6 30	12 0
		P.M.	Midnight.

From Major the Honorable E. R. BOURKE, Postmaster-General, Madras, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Ootacamund, 6th June 1874, No. 367.

Having carefully perused the whole of the correspondence and opinions expressed by Colonel J. O. Mayne, R.E., Major R. B. Pemberton, R.E., and Colonel J. S. Trevor, R.E., attached to Government Order, No. 1,359, dated 21st May 1874, I am most strongly of opinion that Colonel Trevor's proposals to leave Hyderabad at midnight arriving at Shahabad at 8-30 A.M., leaving Shahabad again for Hyderabad on the arrival of the mail from Madras would be by far the best and most convenient service for passengers as well as the mails. Passengers could dine comfortably before leaving Hyderabad and go to the station after dinner, as they do now at Delhi, Allahabad, and other stations, whereas leaving at 7 A.M., would necessitate packing overnight and a very early rise indeed next morning, particularly to those residing in Bolarum, which is the Resident's head-quarters for many months in the year.

2. I would unhesitatingly urge that the proposition entailing a delay of eighteen hours at Shahabad to the Madras passengers may not be entertained. Such a retrogressive step, I maintain, could not be considered. If unfortunately such a time-table were to be adopted, the question would arise if it would not be necessary for this department to continue to maintain the existing runner line between Kistna and Hyderabad at its present cost, viz., Rupees 2,478 a month; but the inconvenience to passengers for all stations in this Presidency would still remain. Midnight for departure and 10 P.M. for arrival at Hyderabad are by no means inconvenient hours in a postal point of view; they are in fact probably, under the circumstances, the most convenient that could be fixed, giving sufficient time to close the banghy mails for daily despatch of *all* banghies received, and enabling a complete delivery to be effected by the early morning, leaving a sufficient margin for sorting to ensure punctuality in delivery.

3. It appears to me that Colonel Trevor narrows the question to this:—That the hour for departure from Bombay cannot be made later as the train is timed to ascend the Bhore Ghaut the latest safe hour before dark, and that the arrival at Bombay cannot be "*much* earlier" without coming down the ghaut before daylight.

4. The question therefore is, by how much can the delay at Shahabad be curtailed. I do not see that by the adoption of Colonel Mayne's proposals the difficulty would be overcome, as it is not possible to descend the Bhore Ghaut earlier than daylight, or about one hour earlier than at present, viz., 6-2 A.M. instead of 7-2 A.M.

5. I therefore cannot see what object there is, or what benefit would result by starting the Bombay Mail from Madras so early as the hour proposed by Colonel Mayne, as Bombay cannot be reached, under any circumstance, earlier than by one hour.

6. I would therefore suggest that the mail leave Madras one hour earlier, viz, at 5 P.M., instead of as now at 6 P.M. This would have the effect of enabling the mail to descend the ghaut at the earliest possible moment, reducing the delay at Shahabad to the utmost, viz., five hours, and the arrival at Bombay an hour earlier; I do not anticipate there would be any objection to descend the ghaut one hour earlier than at present, for at 6-2 A.M. there is sufficient daylight.

7. The hour, 5 P.M., I propose to leave Madras would be convenient for the South-West Mails as well as for the North-West, and would benefit the Ootacamund Mails as well as the West Coast stations, and those on the Great Southern of India Railway; the detention at Jollarpett to Bangalore passengers being no more than what existed for years previous to 1st September 1873.

	Up.		
Hyderabad ...	...	...	12 midnight.
Wuddi ...	...	...	8 A.M.
Shahabad ...	...	...	8-30 A.M.
Madras ...	...	...	6-30 A.M.
Bombay ...	...	...	10-15 A.M.
	Down.		
Madras ...	...	...	5 P.M.
Bombay ...	...	...	2-30 P.M.
Shahabad ...	...	...	2 P.M.
Wuddi ...	...	...	2-30 P.M.
Hyderabad ...	...	...	10-30 P.M.

8. It will be seen by the time-table as per margin, which is almost identical with Colonel Trevor's, that these hours are the most convenient both for passengers and mails; the arrival at Hyderabad being at Light, would enable the whole delivery to be made at Hyderabad, Secunderabad, Trimulgherry, and Bolarum early next morning; there would be the whole day to reply to correspondence, and the letter boxes need not be closed till 6-30 P.M., so that there would be abundance of time to deal with all correspondence, official as well as private, ordinary as well as urgent.

9. If, on the other hand, the hour of departure from Hyderabad is fixed at 7 A.M. and arrival at 6 P.M., besides the delay of eighteen hours at Shahabad there will be an additional delay, as the mails arriving so late as 6 P.M. could not be sorted and sent out for delivery till next morning. So also the letters that were posted in the afternoon would not leave Hyderabad till 7 A.M. next morning. For instance, a letter for any station in the Madras Presidency written on the 1st at Hyderabad would leave on the morning of the 2nd, reach Shahabad the same afternoon, would not be forwarded till the morning of the 3rd, and would be delivered in Madras on the 4th, having suffered a detention of thirteen hours in the Hyderabad Post Office and eighteen more at Shahabad. Practically, the delay would be twenty-four hours only. It, in fact, comes to this, that by adopting the midnight hour of departure from Hyderabad and leaving Madras at 5 P.M., there would be five hours detention at Shahabad to Bombay mails and passengers and no delay at Hyderabad to the mails. By adopting 7 A.M. for leaving Hyderabad, there is no delay to the Bombay mails and passengers, but a total difference of twenty-four hours to the hour of arrival of Hyderabad mails and passengers at all stations in the whole of the Madras Presidency. The delay of five hours at Shahabad to Bombay passengers is not an actual delay, for whether the mail train leaves Hyderabad at midnight or 7 A.M. next morning it carries the same mail and catches the same train at Shahabad proceeding towards Bombay.

10. In a postal point of view there cannot be two opinions as to which hour is most desirable. I would ask is it just that the whole of the Madras Presidency should suffer to the extent of twenty-four hours in order to obviate a detention of five hours at Shahabad to the Bombay passengers, for as I have shown there is no actual delay to the mails. Out of this detention two hours may be taken off for washing, dressing, and breakfast, so that the actual inconvenience of detention would only amount to three hours.

11. I would beg to point out that delays and detentions of this description are not uncommon; at present the whole of the mails for the south and west arriving by the North-West Line suffer a delay of fifteen hours.

12. There is also a delay of six hours at Cullian of mails proceeding from Madras to the North-West and Bengal Presidencies, and there are several other detentions that I could mention in other Presidencies; so that the detention under notice is not extraordinary.

13. I would also point out that if it is necessary to provide extra station accommodation at Shahabad for the Hyderabad passengers, that it would be better to build at the junction at Wuddi than at Shahabad, as by so doing the objections as to detention would be reduced by half an hour to Bombay passengers; and Madras passengers would not have to be carried up to Shahabad and back again to Wuddi in transit to and from Hyderabad, and about an hour would be thus saved.

14. I trust then that the sketch time-table I have suggested may be sanctioned.

From the same Officer, dated Ootacamund, 18th June 1874, No. $\frac{446}{1,652}$.

I AM not aware upon what data Mr. Church bases his opinion that the goods traffic between Hyderabad and Wuddi "cannot fail to be considerable and much larger than can be accommodated by the train carrying the mails;" for unless Mr. Church has satisfied himself as to the correctness of this assertion and has not merely presumed that there is a traffic necessitating two trains daily each way on the Nizam's State Railway, his proposals fall to the ground; for if one train each way will suffice to carry mails, goods, and passengers, it is not at all likely that the great extra cost which Mr. Church's proposals entail will be sanctioned.

2. I cannot help thinking that if there was sufficient traffic for two trains daily each way that the question now pending would ever have been referred to the Madras Government at all,

the solution by two trains daily being so self-evident. It is obvious that the difficulty to be got over is occasioned by the proposal to run only one train daily each way, as is seen from the concluding paragraph of Colonel Trevor's letter in which he says:—"But in either case it is obvious that with a service of only one train a day each way." So that the question of having but one train each way appears already decided.

3. If hereafter traffic is found to develope to an extent rendering it necessary to run extra trains, then possibly Mr. Church's proposals would be useful; but till then I take it that the Nizam's Government have determined to run only one train a day. Consequently Mr. Church's proposals are not applicable.

4. When writing my No. 367, of 6th June 1874, to you, I was, and am still, impressed with the conviction that the question referred by the Resident of Hyderabad for the consideration of the Government of Madras is how to obviate the detention at Shahabad, as will be seen from the first paragraph of Colonel Mayne's letter, which detention is occasioned by the determination to run only one train each way. If it was intended to run two trains each way there would be no detention, consequently no cause for reference to the Madras Government requesting "a slight change in the time of departure of the Bombay train from Madras," for the trains would, of course, be timed to give both the Madras and Bombay mails and passengers a through service without detention.

5. By Mr. Church's proposals the mails would leave Hyderabad at 7 A. M. and at midnight, would arrive at Hyderabad at 6-30 P. M. and midnight.

6. The mails that would leave Hyderabad at 7 A. M. would have to be closed at the Post Office at 5-30 A. M. at the latest, which is as good as closing them for the midnight mail of the previous night. The mails that would reach Hyderabad at 6-30 P. M. could not possibly be sorted in time for delivery same evening, so that they might just as well reach at midnight, the delivery being made early the following morning.

7. In a postal point of view, therefore, there would be no advantage in Mr. Church's proposals, while the expense to this department would be exactly doubled.

8. The proposals contained in my letter No. 367 of 6th June 1874, involves no increase of speed or extra expense of any kind whatever to the Madras Railway, for as I have there pointed out the hour for descending the ghaut cannot be made earlier than by one hour, so that there would be no advantage to Hyderabad passengers proceeding to Bombay to leave Shahabad more than one hour earlier than now. I have proposed to give them the advantage of this hour by leaving Madras at 5 P. M. instead of 6 P. M., which hour I have also pointed out would be a much more convenient one for the South-West as well as North-West Lines.

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, 29th June 1874, No. 557.

As the proposals made by the Postmaster-General in his letters forwarded with your No. 575, of the 23rd instant, involve an alteration in the time-table of the Great Indian Peninsula Railway, I have the honor to suggest that the papers should be first submitted to the officers of that Company, especially as they are to have the working of the Nizam's State Railway, and will be able to say how it is proposed to work the goods traffic.

2. Major Bourke's two letters are herewith returned.

No. 174.

ORDER THEREON, 8th August 1874, No. 2,186.

RAILWAY, No. 26.

His Excellency the Governor in Council regrets that he is unable to meet the wishes of the Resident at Hyderabad by altering the hour of departure of the Bombay Mail from 6 P. M. to 3 P. M., and

accelerating its speed from twenty to twenty-eight miles an hour, so as to gain three hours more in arriving at Shahabad, and he resolves to submit, for the consideration of the Resident, the suggestion of the Madras Railway Authorities that two mixed trains for passengers and goods, one of which should be a mail train, be run each way daily between Hyderabad and the junction.

2. The proposals of the Postmaster-General, as to alteration of the hour of descending the Bhore Ghaut, will be communicated to the Government of Bombay for such consideration as they may think proper. But His Excellency the Governor in Council is decidedly averse to any anticipation of the present hour of departure of the mail trains from Madras, and it need hardly be added (as it is not recommended by Colonel Trevor or apparently adopted by any one else) that Colonel Trevor's alternative time-table does not meet with his concurrence.

(Here enter Nos. 2,187, and 2,188, dated 8th August 1874.)

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.
" Postmaster-General

Exd. S. T. Austin.

Spare Copies

PUBLIC WORKS DEPARTMENT,
OOTACAMUND, 8th *August* 1874.

No. 175.

No. 2,187.

FROM

COLONEL G. W. WALKER, R.E.,
Secretary to the Government of Madras,
Public Works Department,

To

THE RESIDENT OF HYDERABAD.

RAILWAY, No. 27.

SIR,—I am directed to acknowledge the receipt of your Secretary's letter of the 28th April 1874, No. 98 G. R., on the subject of Railway communication between Madras, Bombay, and Hyderabad, and in reply I am to forward a copy of the accompanying Proceedings, in which the views of His Excellency the Governor in Council are recorded. I am also to submit, for your consideration, a suggestion of the Madras Railway Authorities regarding the establishment of two mixed trains between Hyderabad and the junction.

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

Colonel, R.E.,
Secretary to Government.

Erd. S. T. Austin.

Spare Copies

Govt. of {1874} Madras.

PUBLIC WORKS.

To

THE RESIDENT OF HYDERABAD.

Dated August 8th.

Rec'd.

Exd.

G. O., 8th August 1874, No. 2,187.

AUGUST.

No. 175

FORWARDING copy of Proceedings in which the views of the Madras Government are recorded on the subject of Railway communication between Madras, Bombay, and Hyderabad, and submitting for consideration a suggestion of the Madras Railway Authorities regarding the establishment of two mixed trains between Hyderabad and the junction.

PUBLIC WORKS DEPARTMENT,
OOTACAMUND, 8th *August* 1874.

No. 176.

No. 2,188.

FROM

COLONEL G. W. WALKER, R.E.,
Secretary to the Government of Madras,
Public Works Department,

To

THE SECRETARY TO THE GOVERNMENT OF BOMBAY,
Public Works Department.

RAILWAY, No. 28.

SIR,—In forwarding the accompanying copy of Proceedings on the subject of through Railway communication between Madras, Bombay, and Hyderabad, I am directed to request that you will be good enough to invite the attention of His Excellency the Governor in Council to the proposal of the Postmaster-General, Madras, for the alteration of the hour of descending the Bhore Ghaut in the Bombay Presidency.

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

Colonel, R.E.,
Secretary to Government.

Exd. S. T. Austin.

Spare Copies

Govt. of India (P.W.D.)

PUBLIC WORKS.

TRUST.

No. 136

No. 94. Read the following Proceedings of the Board of Revenue, dated 1st June 1874, Miscellaneous No. 3,620 :—

Read the following letter from Lieutenant-Colonel W. H. HESSEY, Acting Superintendent of Revenue Survey, to J. GROSE, Esq., Secretary to the Board of Revenue, dated Chepauk, 29th May 1874, No. 1,372-64.

I REGRET to have to report that owing to the carelessness of one of the subordinates of the Survey a fire broke out in the photographic room attached to this Office at 3-30 P.M. The fire was speedily extinguished.

2. I have reason to believe that little damage is done to the photographic room. The ordinary work of the Survey Office will not be interfered with in any way.

3. From inquiries made by Captain Freeth, the officer in charge of the Photographic Establishment, I understand that the fire originated in a pan of charcoal which had been used to heat water for photographic purposes. The water required is generally heated by a spirit lamp; the supply of spirit had unfortunately run out, some delay having occurred in procuring a fresh supply, the photographer, without orders, and I may say contrary to orders, used a pan of charcoal on the central roof of the building. The man, when the fire was no longer needed, extinguished it, as he thought, and placed the fire chatty in a corner under a small thatched shed which covers the tank supplying water to the photographic room. The fire was first discovered by the photographer who was engaged inside the photographic room. There can be no doubt that the fire some how or other was communicated from the fire chatty to the thatch.

4. I have reported the accident to the District Engineer, and have requested him to be so good as to inspect the place and decide what repairs are necessary.

SUBMITTED for the information of Government.

2. The fire reported by the Superintendent of Revenue Survey was of trifling extent, and was soon put out, water being available in the neighbourhood; but it was sufficient to show that the building may be in danger from fire at any moment, and that fire-buckets and other appliances should be kept in readiness. Only a few sparks were blown down into the record-room before the fire was discovered and the shutters closed. Otherwise the interior might have suffered great damage, and it is so extensive and cut up into so many divisions that one or two fire engines might not have been able to stop the fire.

3. The Board are informed that the subject of protecting public buildings from fire is now before Government, and will be glad to know what is decided. The Chepauk Office will probably need special appliances.

No. 95. ORDER THEREON, 10th June 1874, No. 714.

Miscellaneous.

THE Government are glad to hear that the damage done was insignificant.

Proceedings of the Madras Government, Revenue Department,
10th June 1874.

2. The person to blame should be punished for his carelessness and disobedience of orders, which might have resulted in the destruction of the building.

3. All thatch should be removed forthwith and absolutely prohibited.

4. The last paragraph of the Board's Proceedings will be dealt with in the Public Department.

(True Extract.)

(Signed) C. G. MASTER,
Acting Secretary to Government.

To the Board of Revenue.
,, the Public Department.
Post Master Department

Ootacamund 23 June 1874 No. 697 Pub. Copy of G. O. of 2nd June /74 No. 998 will be furnished to the Revenue Department, with the remark that the question of protecting the chepak buildings from fire was not considered by the Committee on fire Engines. The Committee will now be requested to consider the question.

Exd. F. R. Bantleman.

To
The Revenue Dept. with No 998
— — Committee on Fire Engines } Despd. 3/6

Railway Department. CONSULTING ENGINEER'S OFFICE.

No. 377

From
LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,
Consulting Engineer for Railways,

To
COLONEL G. W. WALKER, R.E.,
Secretary to Government,
Public Works Department.
Fort Saint George.

SIR,

Enclosures 5

In compliance with the instructions conveyed in the order of Government dated the 21st May 1874, No 1359, I have the honour to submit, for the consideration of His Excellency in Council, the accompanying letters from the Agent of the Madras Railway Company and the Post Master General regarding the proposed arrangements

× From Agent M. Ry. No 496 – 5 June 1874
" Post Master G.C. No 367 – 6 – Do
" Do No 446 – 18 – Do
" Agent M. Ry. No 557 – 29 – Do

of the train service upon the Nizam's State Railway.

2. Mr. Elwin shows that it is impossible to alter the mail train arrangements on the Madras Railway as suggested by the Resident at Hyderabad. He forwards a report from the Traffic Manager, in which Mr. Church observes that no provision appears to have been made for the goods traffic upon the Nizam's State Railway, and that separate trains will doubtless have to be run for that purpose. Mr. Church adds his opinion that, under any circumstances,

the most economical way to the State of securing direct communication between Hyderabad and the Presidency towns of Madras and Bombay would be to run two mixed trains (for mails, passengers and goods) each way daily between Hyderabad and Wadi. In this opinion Mr. Elwin concurs.

3. The Post Master General alludes to the alternative time-tables suggested in Colonel Trevor's Memorandum, and strongly deprecates the adoption of the second one, by which Madras

mails and passengers would be delayed at Shahabad for 18 hours. He recommends that the mail train should leave Madras at 5 p.m., instead of 6 p.m. as at present, that it should descend the Bhore Ghaut at 6.2 a.m. instead of 7.2 a.m., — and reach Bombay at 10.15 a.m., instead of 11.15 a.m. Subject to the effects of this alteration, he recommends the adoption of the first of the two timetables given by Colonel Trevor: the westward train starting from Hyderabad at 12 midnight, and reaching Wadi at 8 a.m.; and the eastward train leaving Wadi at 2.30 p.m., and reaching Hyderabad at 10.30 p.m.

4. The proposals both of the Post Master General and of the Madras Railway Authorities involve matters which cannot be settled without a reference to the Officials of the Great Indian Peninsula Railway Company, and it seems to me that it would be well to forward these papers to the Bombay Government and to the Resident at Hyderabad, for consideration. So far as the

the comfort and convenience of the public are concerned, there can be no doubt that the running of two trains daily between Wadi and Hyderabad would be the simplest and most satisfactory solution of the question at issue. With a slight alteration, the hours named by the Traffic Manager of the Madras Railway would in my opinion be suitable; the skeleton time-table being somewhat as follows:—

From Hyderabad.

Hyderabad	Dep	h.m 10-0		2 a.m 7-0
Wadi	Arr	a.m 7-0		h.m 3-0
	Dep	9-48		3-33

Madras	Arr	6-30	
Bombay	Arr		11-15

To Hyderabad

Bombay	Dep	2-30	
Madras	Dep		6-0
Wadi	Arr	9-48	3-33
	Dep	10-15	4-0
Hyderabad	Arr	6-30	12-0

5. If it is found to be impossible, with due regard to economy, to run two trains daily between Hyderabad and Wadi, it seems to me that the interests of the public would be best consulted by adopting the first of Colonel Trevor's alternative

time-tables, as suggested by the Post Master General. I cannot however advocate Major Bourke's proposal to start the mail train from Madras at 5 p.m. Such a change would in every respect be a retrograde step; and as compared with the existing arrangements, would entail great inconvenience upon the public. But it is unnecessary to allude further to it at present, inasmuch as the proposal is made upon the supposition that the Great Indian Peninsula Railway Authorities will be able to despatch the mail train from Lanowlee at 6·2 a.m. Railway time, or about 5-30 a.m. local time, a point which is more than doubtful.

I have the honour to be
Sir
Your most obt Servant
Maintenant Lt Coll R.E.
Cons: Engr for Railways

Madras
30 June
1874

Recd
Geo D.P.

No. 496.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 5th June 1874.

From

R. B. Elwin Esqre,
Agent and Manager. of the M R Co

To

Lieutt Col. J. H. M. Shaw Stewart R E
Consulting Engineer for Railways.

Sir,

In reply to your letter No 500 of the 1st instant I have the honour to refer you to Order of Government No 885 dated the 30th of March 1874 in which His Excellency the Governor in Council expressed his Concurrence in the Conclusion that had been arrived at, that it would be inexpedient with due regard to safety and economy further to increase the speed of the Mail trains on the South West Line. The reasons which apply to the trains on the South West Line are equally applicable to the trains on the North West Line, if not more so, and I am not prepared to agree to any re-arrangement of our Time Table which will involve

P. W. 1874 Depart.
Pres. of Fort Geo. Ry.

RAILWAY DEPARTMENT.

From No. 3999.
The Consulting Engineer
for Railways,

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

Dated 30 June 1874.
Recd. 1st July.

Em: 5. No. 377.

G.O. Nos 2186, 2187, 2188, 8894.

Submitting letter from the Agent on the N.G. Co and the Postmaster Genl expressing thereon Dimmis on the proposed arrangements of Train Lessons upon the Dynamic Sale Railway

No 172
Dept. Cty. 1st July 1874.

an increase of our present rate of speed between Madras and Raichore.

2. I think also that the Resident of Hyderabad is mistaken in supposing that 3 P.M. would be a convenient hour for the Mail to close in Madras. One of the reasons for altering the hour of departure of the North West Line Mail train from 5 P.M. to 6 P.M. was to afford to Merchants and others an hour longer for posting their letters, and as far as the Postal service is concerned there can, I think, be no doubt that 6 P.M. is a far more convenient hour than 3 P.M. for the departure of the train.

3. I have discussed the matter with the Traffic Manager and I agree with him in thinking that the way out of the difficulty is that suggested in the enclosed copy of his letter No. C. $\frac{427}{944}$ dated the 3d instant.

I have the honour to be
Sir,
your most obedient servant,
[signature]
Agent and Manager.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 5th June 1874

Recd. 6. [illegible]

No 496.

Regarding the proposed re-arrangement of the Madras Railway Time Table consequent upon the opening of the Nizam's State Railway

P.W. 3999/74

P.S. DS 3 Aug 1874

In B.A. 1/73

[illegible] 5/5 23 June/74

No C/ 427 A&M / 944.

Madras Railway
Traffic Manager's Office
Madras 3d June 1874

The Agent & Manager
Madras

Dear Sir.

Nizam's State Railway
Consulting Engineer's letter No 500 dated 1st June enclosing order of Government No 1359 dated 21st May 1874

The question raised in these papers seems to be more for the consideration of the State than for individual Railway Companies and resolves itself into this - How can direct communication between Madras and Hyderabad and between Bombay and Hyderabad be secured at the minimum of cost?

2. It is proposed to run one train each way daily on the Nizam's State Railway for Mails and Passengers, and, in order to secure direct communication with Bombay and Madras, the Madras Railway Company is asked to alter its Time Table; to keep its Through Passengers from Madras to Bombay 2 hours longer on the road, and to increase the speed between Madras and Raichore to such an extent as to add very

Considerably to the present relatively high working expenses.

3 No provision is made in these Papers for the Goods traffic on the Nizam's State Railway, which cannot fail to be considerable, or at least much larger than can be accommodated by the Train Conveying Mails and passengers, and separate Trains will doubtless have to be run for the Conveyance of Goods.

4 But under any Circumstances there can be little doubt, I think, that the Cost of running a Train each way daily between Hyderabad and Waddi (a distance of 131 Miles) will be much less than the cost which would result from increasing the speed of the Mail Train between Madras and Raichoor, a distance of 350 Miles, and therefore the most economical way to the State of securing direct Communication between Hyderabad and the Presidency Towns of Madras and Bombay would be to run 2 mixed trains (for Mails, Passengers and Goods) each way daily between Hyderabad and Waddi, about the following times—

From Hyderabad

		1	2
		Mid	a m
Hyderabad	Dep	12 0	7 0
		A M	P M
Waddi	Arr	9 0	3 0
	Dep	9 48	3 33
Madras	arr	6 30	
Bombay	arr		1 15
		A M	A M

To Hyderabad

		P M	P M
Bombay	Dep	2 30	
Madras	"		6 0
		A M	
Waddi	Arr	9 48	3 33
	Dep	10 15	4 0
Hyderabad	Arr	6 30	12 0
		P M	Midnight

Yours &c
(Sd) H E Church
Traffic Manager

(True Copy)

[signature]
Agent & Manager

Post Master General's Office,
No. 367. Ootacamund, 6 June 1874.

To

The Consulting Engineer
for Railways
Madras.

Sir,

Having carefully perused the whole of the correspondence and opinions expressed by Col: J. O. Mayne, R.E., Major R. B. Pemberton, R.E. and Col: J. S. Trevor, R.E. attached to Government order No. 1359 dated 21 May 1874, I am most strongly of opinion that Col: Trevor's proposals to leave Hyderabad at midnight arriving at Shahabad at 8-30 A.m., leaving

Shahabad

P.W. 5999/7
4
Pg. 75 Nov 8/74
In 18 No. 173

Shahabad again for Hydrabad on the arrival of the Mail from Madras would be by far the best and most convenient service for passengers as well as the Mails. Passengers could dine comfortably before leaving Hydrabad and go to the Station after dinner, as they do now at Delhi, Allahabad and other Stations, whereas leaving at 7 A.M. would necessitate packing overnight and a very early rise indeed next morning, particularly to those residing in Bolarum, which is the Resident's Head Quarters for many months in the year.

I

I would unhesitatingly urge that the proposition entailing a delay of 18 hours at Shahabad to the Madras Passengers may not be Entertained. Such a retrogressive step I maintain could not be considered. If unfortunately such a time table were to be adopted, the question would arise if it would not be necessary for this Department to continue to maintain the Existing runner Line between Kishna and Hydrabad at its present cost, viz, Rs 2478 a month; but the inconvenience to passengers for all Stations in this Presidency would still remain.

Midnight

Midnight for departure and 10 P.M. for arrival at Hydrabad are by no means inconvenient hours in a postal point of view. they are in fact probably, under the circumstances the most convenient that could be fixed giving sufficient time to close the Bangkok mails for daily despatch of all Bangkok received and enabling a complete delivery to be effected by the early morning leaving a sufficient margin for sorting to ensure punctuality in delivery.

It appears to me that Col. Trevor narrows the question to

to this. That the hours for departure from Bombay cannot be made later as the train is timed to ascend the Bhore Ghaut the latest safe hour before dark and that the arrival at Bombay cannot be "much Earlier" without coming down the Ghaut before day light.

The question therefore is, by how much can the delay at Shahabad be curtailed. I do not see that by the adoption of Col. Mayne's proposals, the difficulty would be overcome as it is not possible to descend the Bhore Ghaut earlier than

than day light or about one hour earlier than at present, namely 6.2 A.M. instead of 7-2 A.M.

I therefore cannot see what object there is or what benefit would result by starting the Bombay mail from Madras so early as the hour proposed by Col. Mayne as Bombay cannot be reached under any circumstance earlier than by one hour.

I would therefore suggest that the mail leave Madras one hour earlier, viz. at 5 P.M. instead of as now at 6 P.M. This would have the effect of enabling the mail to descend the Ghaut at the earliest possible moment, reducing the delay at Shahabad to the utmost, namely 5 hours, and the Arrival at Bombay an hour earlier. I do not anticipate there would be any objection to descend the Ghaut one hour earlier than at present, for at 6-2 A.M. there is sufficient day light.

The hour, 5 P.M., I propose to leave Madras would be convenient for the South West mails as well as for the North West and would benefit the Ootacamund mails as well as the West Coast Stations and those on the Great Southern of

of India Railway; the detention at Jollarpett to Bangalore passengers being no more than what existed for years previous to 1st September 1873.

It will be seen by the Time Table as per margin which is almost identical with Lord Trevor's that these hours are the most convenient both for Passengers and mails; the arrival at Hydrabad being at night would enable the whole delivery to be made at Hydrabad, Secunderabad, Trimulgherry and Bolarum early next morning; there would

Hyderabad	12 midnight
Wadi	8 A.m
Shahabad	8-30 A.m
Madras	6-30 A.m
Bombay	10-15 A.m
Down	
Madras	5 P.m
Bombay	2-30 P.m
Shahabad	2 P.m
Wadi	2-30 P.m
Hyderabad	10-30 P.m

would be the whole day to reply to correspondence and the letter boxes need not be closed till 6-30 P.m so that there would be abundance of time to deal with all correspondence, official as well as private, ordinary as well as urgent.

If on the other hand the hour of departure from Hydrabad is fixed at 7 A.m and arrival at 6 P.m, besides the delay of 18 hours at Shahabad there will be an additional delay as the mails arriving so late as 6 P.m could not be sorted and sent out for delivery till next morning. So also the letters that were posted in

[illegible] The [illegible] against [illegible] me there [illegible]

in this afternoon would not leave
Hyderabad till 7 Am next morning.
For instance a letter for any station
in the Madras Presidency written
on the 18th at Hyderabad would leave
on the morning of the 2d, reach
Shahabad the same afternoon, would
not be forwarded till the morning
of the 3d and would be delivered
in Madras on the 4th, having suffered
a detention of 13 hours in the Hyderabad
Postoffice and 18 hours at Shahabad.
Practically the delay would be 24 hours
only. It in fact comes to this that
by adopting the midnight hour
of

of departure from Hyderabad and
leaving Madras at 5 PM, there would
be 5 hours detention at Shahabad
to Bombay mails and passengers
and no delay at Hyderabad to the
mails. By adopting 7 Am for
leaving Hyderabad, there is no delay
to the Bombay mails and passengers
but a total difference of 24 hours
to the hour of arrival of Hyderabad
mails and passengers at all stations
in the whole of the Madras Presidency
The delay of 5 hours at Shahabad to
Bombay passengers is not an
actual delay, for whether the mail
train leaves Hyderabad at midnight
or

or 7 A.M. next morning, it carries the same mail and catches the same train at Shahabad proceeding towards Bombay.

In a postal point of view there cannot be two opinions as to which hour is most desirable. I would ask, is it just that the whole of the Madras Presidency should suffer to the extent of 24 hours in order to obviate a detention of 5 hours at Shahabad to the Bombay passengers, for as I have shown there is no actual delay to the mails. Out of this detention 2 hours may be taken off for washing, dressing and breakfast

So

so that the actual inconvenience of detention would only amount to 3 hours.

I would beg to point out that delays and detentions of this description are not uncommon: at present the whole of the mails for the South and West arriving by the North West line suffer a delay of 15 hours.

There is also a delay of 6 hours at Cullian of mails proceeding from Madras to the North West and Bengal Presidencies and there are several other detentions that I could mention in other

Presidencies

Presidencies, so that the detention under Lodge is not extraordinary.

I would also point out that if it is necessary to provide Extra Station accommodation at Shahabad for the Hydrabad passengers that it would be better to build at the junction at Waddi than at Shahabad; as by so doing the objections as to detention would be reduced by half an hour to Bombay passengers, and Madras passengers would not have to be carried up to Shahabad and back again to Waddi in transit to and

and from Hydrabad and about an hour would be thus saved.

I trust then that the Sketch Time Table I have suggested may be sanctioned.

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

[signature]

Post Master General

17

Post Master General's Office
Ootacamund, 18 June 1874.

No. 446/1652

To
The Consulting Engineer
for Railways,

Sir

I am not aware upon what data Mr. Church bases his opinion that the goods traffic between Hydrabad and Wadi "Cannot fail to be considerable and much larger than can be accommodated by the train carrying the mails" for unless Mr. Church has satisfied himself as to the correctness of this assertion and has not merely presumed that there is a traffic necessitating two trains daily each way on the Nizam's State Railway, his proposals fall to the ground; for, if one train

Each

P. W. 3999/74
5
P.G. 78 Aug. 1874
In H. N. 173.

8 June 1874

each way will suffice to carry mails, Goods and Passengers, it is not at all likely that the great extra cost which Mr. Church's proposals entail will be sanctioned.

I cannot help thinking that if there was sufficient traffic for 2 trains daily each way, that the question now pending would ever have been referred to the Madras Government at all, the solution by two trains daily being so self evident. It is obvious that the difficulty to be got over is occasioned by the proposal to run only one train daily each way as is seen from the concluding para of Col. Trevor's letter in which he says "But in Either case it is obvious that with a service of only one train"

"train a day Each way" so that the question of having but one train Each way appears already decided.

If hereafter traffic is found to develope to an extent rendering it necessary to run extra train, then possibly Mr. Church's proposals would be useful, but till then, I take it that the Nizam's Government have determined to run only one train a day. Consequently Mr. Church's proposals are not applicable.

When writing My No. 367 of 6th June 1874 to you, I was and am still impressed with the Conviction that the question referred by the Resident Hydrabad for the Consideration of the Government of Madras is, how to obviate the detention at Shahabad as will be seen from the first

first part of Col: Mayne's letter which detention is occasioned by the determination to run only one train each way. If it was intended to run 2 trains each way there would be no detention, consequently no cause for reference to the Madras Government requesting "a slight change in the time of departure of the Bombay train from Madras", for the trains would of course be timed to give both the Madras and Bombay mails and Passengers a through service without detention.

By Mr. Church's proposals the mails would leave Hydrabad at 7 Am and at midnight, would arrive at Hydrabad at 6-30 Pm and midnight.

The

The mails that would leave Hydrabad at 7 Am would have to be closed at the Post office at 5-30 Am at the latest which is as good as closing them for the midnight mail of the previous night. The mails that would reach Hydrabad at 6-30 Pm could not possibly be sorted in time for delivery same evening so that they might just as well reach at midnight, the delivery being made early the following morning.

In a postal point of view, therefore there would be no advantage in Mr. Church's proposals while the expense to this Department would be exactly doubled.

The proposals contained in my letter

letter No. 367 of 6 June 1874 involves no increase of speed or extra expense of any kind whatever to the Madras Railway, for as I have there pointed out the hour for descending the Ghauts cannot be made earlier than by one hour so that there would be no advantage to Hydrabad Passengers proceeding to Bombay to leave Shahabad more than 1 hour earlier than now. I have proposed to give them the advantage of this hour by leaving Madras at 5 P.M. instead of 6 P.M. which hour, I have also pointed out would be a much more convenient one for the South West as well as North West

Lines

Lines.

I have the honor to be,

Sir,

Your obedient Servant,

[illegible]

Post Master General

Recd 20-6-74

P. W. 5999/74
Rg. 75 Aug 5/74
Ins. No. 173

No. 557

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 29th June 1874.

From Robert B. Elwin Esqre

Agent and Manager. of the M R Company

To Lieutt. Coll. J. H. McShaw Stewart R.E.

Consulting Engineer for Railways.

SIR,

As the proposals made by the Postmaster General in his letters forwarded with your No. 675 of the 23rd instant involve an alteration in the Time Table of the Great Indian Peninsula Railway I have the honour to suggest that the papers should be first submitted to the officers of that Company, especially as they are to have the working of the Nizam's State Railway and will be able to say how it is proposed to work the Goods Traffic.

Major Bourke's two letters are herewith returned.

I have the honour [illegible]

Sir

Your most obedient [illegible]

[illegible]

Agent and Manager

Public Works Department
Proceedings of the Madras Government

Bolarum,
Deccan 12. 6. 74

My dear Col Walker

Post Mass. Genl has sent a copy of his draft letter to the Consulting Engr for Rail Madras to the Residency for his present. He adopts generally the same service as was proposed in this letter No. 98 R.G. of 28th April to your address viz:

[illegible] the mail

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 29th June 1874

Recd. 30. [illegible]

No. 557.

Regarding the proposed arrangement of the time table when the Nizams State Railway

P.W. 3999/74

Public Works Department
Proceedings of the Madras Government

to concede it as by expedition
the Madras Mail. I am
sure the public here will
be grateful for — but
arriving here at 10
p.m. as proposed by
Mr Bowker suits
their power a little
inconvenient. I would
entail night running the
one line which it is
better to avoid if possible
9 p.m. would be better
but 7 p.m. better still.
The running from Shakoti
will, for the first year

2/

at all events, later at
least 7 hours. & if you
could arrange for us to
be in here by 7 p.m. it
will suit admirably
but if not I hope you
will arrange for not
later than 9 p.m.

The Bombay mail has
so little to do with the
S. & W. ers. Madras Mail
that as far as I can see
there is no reason why
it should not be
[illegible]

Dated 29 June 1874
Recd. 30 [illegible] 557.

Regarding the proposed
arrangement of the
time table when the
Nizams State Railway

P.W. 3999/74

Dated 29 June 1874
Recd. 30 [illegible] 557.

Regarding the proposed arrangement of the trine table upon the Nizams State Railways

P.W. 3999/74

to concede to us by e[illegible]

in as Shahabad by [illegible] 19 hours or by 12 o'c next day. This supposing [illegible] time left - Shahabad as ½ p.m. 12 would get us in as ½ [illegible] p.m.

I hope you will do this [illegible] for us.

Believe me

Yrs. Sincerely

[illegible]

Madras Mail arrives Calle[illegible] 10.55 am. Leave by Calle[illegible] Mail [illegible] from Bombay [illegible] one hour detention [illegible] as stated by A.M.G.

Public Works Department
Proceedings of the Madras Government
Read the following

From
The Consg Engr for
Railways (H.C. No 377 - dated
30 June 1874)

2186

His Excellency the Governor in Council regrets that he is unable to meet the wishes of the Resident at Hyderabad by altering the hour of departure of the Bombay mail from 6 P.M. to 3 P.M.; and accelerating its speed from 20 to 28 miles an hour, so as to gain 3 hours more in arriving

[illegible] 13/7

[illegible] 10/7

arriving at Shahabad and he resolves to submit for the consideration of the Resident the suggestion of the Madras Railway Authorities that 2 mixed trains ~~(for coach passengers and goods)~~ be run each way daily between Hyderabad and the junction. Though not practically benefitting Postal Communication much more than the single service first mentioned

mentioned by Colonel Trevor the arrangement would no doubt be the best that could be desired for Passenger traffic and it may prove to be not more than commensurate with the demands of the goods traffic.

The proposals of the Post Master General as to alteration of the hour of despatching the Bhore Ghaut will be communicated to the Govt. of Bombay for

for such consideration as they may think proper. But His Excellency the Governor in Council is decidedly averse to any anticipation of the present hour of departure of the Mail Trains from Madras, and it need hardly be added (as it is not recommended by ~~himself~~ Col. Trevor or apparently adopted by any one else) that Col. Trevor's alternative Time Table does not meet with his concurrence

concurrence ~~at all.~~

GMW

To the Cons. Engr. for Rys.
" Postmaster General
S. Copies desp. 13/8/74.

Public Works Departt

2187

To, The Resident
of Hyderabad.

Sir,

I am directed to acknowledge the receipt of your Secretary's letter of the 28° April 1874 No. 98 G.R. on the subject of Railway communication between Madras Bombay and ~~the Nizam's State Railway~~ Hyderabad and in reply I am to forward a copy

No. 173-176

Rec 9/7/74 Rd 15/7/74

copy of the accompanying Proceedings in which the views of His Excellency the Governor in Council are recorded. I am also to submit for your consideration ~~the~~ a suggestion of the Madras Railway authorities regarding the Establishment of 2 Mixed Trains between Hyderabad and the junction.

G.M.W.

175.

[illegible]

3 S. Copies & 3 Copies of Previous proceedings despd. 13/8/74.

25

Public Works Departt.

2188

To.

The Secy: to Govt. of Bombay P.W.D.

Sir,

In forwarding the accompanying copy of Proceedings on the subject of through Railway communication between Madras Bombay, & Hyderabad, I am directed to request that you will be good enough to invite the attention of His

Excellency the Governor in Council to the proposal of the Postmaster General Madras for the alteration of the hour of descending the Bhore Ghaut in the Bombay Presidency.

Cmw

3 S. Copies & 3 Copies of Previous proceedings despd. 13/8/74.

176

3997 √

Govt. of 1874 Madras.

PUBLIC WORKS.

To

The Com. Engr. for Rys,
The Resdt. of Hyderabad
Secy. Govt. of India

Dated

Recd.

Encl. 5

G. O. 8 Aug 1874, No. 2186 2187 2188

Nos. 173-176

Railway Communication between the Madras & the Nizam's State Railway

Passing orders on pap. submitted by the Com. Engr. containing the opinions of the Agent of the Madras Ry & the Post Master Genl. on the proposed arrangements of Train service upon the Nizam's State Railway.