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MADRAS RECORD OFFICE

Government of Madras

Public works. DEPARTMENT

G.O. No.	2617-18	Press
~~B.P. No.~~		~~Mis.~~
299-300		
301		
Dated	15-9-1874	~~195~~ .

Not to be folded or roughly handled

No. 299. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 7th August 1874, No. 474 :—

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 August 1874, No. 696.

WITH reference to my letter of the 29th June last, No. 557, and to previous correspondence, I have the honor to enclose, for your information, a copy of the minutes of a meeting held at Hyderabad on the 30th ultimo, to consider the question of the train service on the Nizam's State Railway, in connection with the Mail trains between Madras and Bombay.

2. You will notice that the proposal which was first submitted to the meeting by the Postmaster-General involved the running of two trains daily in each direction between Hyderabad and Shahabad. This proposal I had previously discussed with Major Bourke and was prepared to support. The Resident, however, and the Chief Engineer of the Hyderabad Railway, were both of opinion that it would not be advisable to run more than one train each way at first, and the question, therefore, was only considered on that basis.

3. You will notice from the minutes that the time-table which was approved by the meeting (the Postmaster-General alone dissenting) involves a considerable detention at Shahabad of passengers and mails between Secunderabad and Madras. This is undoubtedly a disadvantage, and I wish to explain that my reason for concurring in the proposal is that there is no way of meeting the difficulty except by running night trains on the Nizam's line, and this course I felt that I could not urge on account of the danger of running at nights over a newly constructed line especially at this season, and because I felt that there was great truth in the objection raised that the running of trains at night would tend to discourage the passenger traffic.

4. I trust, however, that it will not be long before the traffic will be so far developed as to justify the running of two trains daily between Hyderabad and Shahabad, and in the meantime I think that the arrangement approved at the meeting is, under all the circumstances, the best that can be expected.

Minutes of a Meeting held at the Residency on the 30th July 1874.

PRESENT :—

C. B. SAUNDERS, Esq., C.B.
H. P. LEMESURIER, Esq.
R. B. ELWIN, Esq.
Major the Honorable E. R. BOURKE.
Colonel MAYNE, R.E.
Major PEMBERTON, R.E.

MAJOR BOURKE laid before the meeting a proposal for two trains each way daily timed as below to suit the mails to and from Madras and Bombay :—

DOWN FROM SHAHABAD.				UP TO SHAHABAD.			
Passengers only.		Goods and Passengers		Passengers only.		Goods and Passengers.	
Bombay ... Dep.	2-30 P.M.	Madras ... Dep.	6 P.M.	Hyderabad Dep.	8 A.M.	Hyderabad. Dep.	9 P.M.
Shahabad... Arr.	8-45 A.M.	Shahabad ... Arr.	3-45 P.M.	Shahabad... Arr.	2 P.M.	Shahabad... Arr.	7-30 A.M.
Do. ... Dep.	9-29 A.M.	Do ... Dep.	8 P.M.	Do. ... Dep.	4 P.M.	Do. ... Dep.	9-29 A.M.
Hyderabad. Arr.	3-30 P.M.	Hyderabad. Arr.	5-30 A.M.	Bombay ... Arr.	11-15 A.M.	Madras ... Arr.	6-30 A.M.

2. The Resident expressed his opinion that until the line should be opened some little time, and the prospects of traffic be somewhat more certain than at present, it would not be advisable to run more than one mixed train daily. This opinion was concurred in by Colonel Mayne and Major Pemberton, and it was therefore agreed to consider the question on the basis of one train daily each way.

3. A table proposed by Major Pemberton was then discussed. This was timed to allow of the mails from Bombay being brought direct to Hyderabad without delay, and for a night train from Hyderabad arriving at Shahabad early in the morning so as to suit the convenience of passengers and mails to Madras, those for Bombay having to wait at Shahabad some seven or eight hours.

4. The table was as follows :—

Down from Shahabad.

Bombay	...	... Dep. 2-30 P.M.
Shahabad	...	... Arr. 8-45 A.M.
Do.	...	... Dep. 9-29 A.M.
Madras	...	... Dep. 6 P.M.
Shahabad	...	... Arr. 3-15 P.M.
Hyderabad	...	... Arr. 5-30 P.M.

Up to Shahabad.

Hyderabad	...	... Dep. 11 P.M.
Shahabad	...	... Arr. 7 A.M.
Do. (for Madras)	...	Dep. 9-29 A.M.
Madras ...	...	... Arr. 6-30 A.M.
Shahabad (for Bombay)		Dep. 4 P.M.
Bombay	...	... Arr. 11-15 A.M.

5. It was generally considered by the meeting that the running of trains at night would discourage passenger traffic in a country where Railways were new and where at the intermediate stations there is no accommodation for travellers, and after discussion it was resolved, Major Bourke only objecting, to keep the down train as proposed above, substituting a day's service as below for the up train :—

Hyderabad	...	...	Dep. 7 A.M.
Shahabad	...	...	Arr. 3-30 P.M.
Do.	(Dep. for Bombay) ...		Dep. 4 P.M.
Bombay	...	...	... 11-15 A.M.
Shahabad	(Dep. for Madras) ...		Dep. 9-29 A.M.
Madras ...	...	...	Arr. 6-30 A.M.

Major Bourke objects to this arrangement on the ground that serious delays will result to mails and passengers to and from Madras and the south of India generally.

6. The Resident acknowledged the inconvenience, and stated his willingness to run a second train as soon as the traffic should be found to justify it.

SUBMITTED for the information of Government, with reference to their Proceedings, No. 1,359, under date the 21st May 1874, and in continuation of letter No. 377, dated the 30th June 1874.

2. It will be observed that the train arrangements which have been provisionally accepted for the Nizam's State Railway will involve a delay at Shahabad to the mails and passengers proceeding to and from Madras of nearly eighteen hours.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

No. 300.

ORDER THEREON, 15th September 1874, No. 2,617.

RAILWAY, No. 33.

His Excellency the Governor in Council cannot gainsay the conclusion arrived at by the Committee as to the time-table provisionally arranged for the working of the Nizam's State Railway.

39

He can only trust that the development of traffic will speedily lead to the running of another train, and to the revision of a time-table which is peculiarly adverse to the interests of Madras and the south of India generally.

2. Meanwhile the Government of Bombay will be addressed on the subject of a refreshment-room and night accommodation at Shahabad, both of which appear absolutely necessary, seeing that Madras passengers in both directions will be detained eighteen hours at that station.

(True Extract.)

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

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

Exd. E. C. Shunker

Spare Copies

PUBLIC WORKS DEPARTMENT,
OOTACAMUND, *September* 15, 1874.

No. 301.

No. 2,618.

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. 34.

SIR,—In forwarding a copy of the accompanying Proceedings on the subject of the train service on the Nizam's State Railway, I am directed to invite the attention of His Excellency the Governor in Council to the serious delay at Shahabad which the arrangements involve to passengers travelling in both directions between Madras and Secunderabad; and to suggest the expediency of the provision of a refreshment-room and suitable night accommodation at that station if these conveniences do not already exist.

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

Colonel, R.E.,
Secretary to Government.

Exd. E. C. Shunker.

Spare Copies

Minutes of a meeting held at the Residency on the 30th July 1874.

19

Present

C B Saunders Esq^re C.B. Major the Hon^ble C P Bowrke
H P Le Mesurier Esq^re Colonel Mayne B.C
R. B. Elwin Esq^re Major Pemberton B.C

Major Bowrke laid before the meeting a proposal for two trains each way daily timed as below to suit the mails to and from Madras and Bombay

Down from Shahabad.

Passengers only.	Goods & passengers	Passengers only.	Goods & passengers
30 P.M	Madras dep. 6.2 P.M	Hyderabad. dep 8.5 A.M.	Hyderabad dep 9 P.M.
45 A.M.	Shahabad. arr. 3.45 P.M.	Shahabad arr 2 P.M	Shahabad arr 7.30 a.m.
do 9.20 A.M.	do dep. 8 P.M.	do dep. 4 P.M.	do dep 9.25 A.M.
Hyderabad 3.30 P.M.	Hyderabad arr. 5.30 a m	Bombay arr. 11.15 A.M.	Madras arr 6.30 A.M.

Up to Shahabad

The President expressed his opinion that until the line should be opened some little time and the prospects of traffic ~~of traffic~~ be some what more certain than at present, it would not be advisable to run more than one mixed train daily. This opinion was concurred in by Colonel Mayne and Major Pemberton and it was therefore agreed to consider the question on the basis of one train daily each way

A table proposed by Major Pemberton was then discussed. This was timed to allow of the mails from Bombay being brought direct to Hyderabad without delay and for a night train from Hyderabad arriving at Shahabad early in the morning so as to suit the convenience of passengers and mails to Madras those for Bombay having to wait at Shahabad some

7 or 8 hours

The table was as follows.

Down from Shahabad.		Up to Shahabad	
Bombay	dep. 2.30 P.M.	Hyderabad	dep. 11 P.M.
Shahabad	arr 8.45 A.M.	Shahabad.	arr 7. A.M.
	dep. 9.29 A.M.	" for Madras.	dep 9.29 A.M.
Madras	dep 6 P.M.	Madras	arr 6.30 A.M.
Shahabad	arr. 3.45 P.M.	Shahabad for Bombay	dep 4. P.M.
Hyderabad	arr 5.30. P.M.	Bombay	arr. 11.15 A.M.

It was generally considered by the meeting that the running of trains at night would discourage passenger traffic in a country where Railways were new and where at the intermediate stations there is no accommodation for travellers and after discussion it was resolved, Major Bowcke only objecting, to book the down train, as proposed above, substituting a day's service as below for the up train

Hyderabad	dep	7. A.M.
Shahabad	arr	3.30. P.M.
(dep. for Bombay)		4. P.M.
Bombay		11.15. A.M.
Shahabad dep for Madras.		9.29. A.M.
Madras	arrival	6.30 A.M.

Major Bowcke objects to this arrangement on the ground that serious delays will result to mails and passengers to and from Madras and the South of India generally.

The Resident acknowledged the inconvenience and stated his willingness to run a second train as soon as the traffic

should

be found to justify it.

96

I have the honor to be
Gentlemen
Your most obedient Servant
W. Kirkpatrick
Agent and Manager

To
The Secretaries
Great Indian Peninsula Railway Co.
Bombay

Copy
W. Kirkpatrick
Agent and Manager
G.I.P. Railway

Copy
H. B. Saunders
Secretary
G.I.P. Railway

Copy
H. P. de Mauron
Secretary
Port. B. Elvin
Secretary
R. B. Pemberton
Secretary
L. B. Bourke
Secretary

3rd August 18

P.W. 5002/70

P.G. 15 Sept 5/74
in B.N. 299.

No. 696

MADRAS RAILWAY. 119

AGENT AND MANAGER'S OFFICE.

Madras, 5th August 1870.

From

Robt. B. Elwin Esqr.
Agent and Manager. M.R.C.

To,

Lieut Colonel J. F. M. Shaw Stewart R.E.
Consulting Engineer for Railways.

Sir,

With reference to my letter of the 29th June last No 537 and to previous correspondence, I have the honour to enclose for your information a copy of the minutes of a meeting held at Hyderabad on the 30th ultimo to consider the question of the train service on the Nizam's State Railway in connection with the Mail trains between Madras and Bombay.

2 You will notice that the proposal which was first submitted to the meeting by the Postmaster General involved the running of two trains daily in each direction between Hyderabad and Shahabad. This proposal I had previously discussed with Major Bourke and was prepared to support

The Resident Nominee and the Chief Engineer of the Hyderabad Railway were both of opinion that it would not be advisable to run more than one train each way at first, and the question therefore was only considered on that basis

3. You will notice from the Minutes that the Time Table which was approved by the Meeting (the Postmaster General alone dissenting) involves a considerable detention at Shahabad of Passengers and Mails between Secunderabad and Madras. This is undoubtedly a disadvantage and I wish to explain that my reason for consenting to the proposal is that there is no way of meeting the difficulty except by running Night trains on the Nizam's line, and this course I felt that I could not urge on account of the danger of running at night over a newly constructed line especially at this season, and because I felt that there was great truth in the objection raised that the running of trains at night would tend to discourage the Passenger traffic.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 187

Recd.

No.

159.

4. I trust however that it will not be long before the traffic will be so far developed as to justify the running of two trains daily between Hyderabad and Shahabad, and in the meantime I think that the arrangement approved at the Meeting is, under all the circumstances, the best that can be effected.

I have the honour to be,
Your most obedient Servt.
Agent & Manager

No 696 197

Submitted for the information of Government, with reference to their Proceedings of 14th May 1874, under date the 21st May 1874, and in continuation of letter No. 377, dated the 30th June 1874.

2. It will be observed that the train arrangements which have been provisionally accepted for the Nizam's State Railway will initially necessitate a Pilot Railway with Goods Shahabad to the mails and passengers proceeding to and from Madras of nearly 18 hours.

Madras
7th August 1874

Lieut Colonel
Consg Engineer for Railways

To The Secretary to Government
Public Works Department
Fort St. George.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 5 Augt 1874

Recd. 6. " No. 696.

Forwarding copy of the minutes of a meeting held at Hyderabad on the subject of the train service on the Nizam's State Railway.

P. W. 5002/74
2

P.G. 15 Sept/74
In W.S. No. 2/74

Public Works Depart.

Proceedings of the Madras Government
Read the following

Trains
Rec. Carrg Cos
for Railways (H Cols 4/4 dated
9th August 1874)

2617

His Excellency the
Governor in Council
cannot but gratefully the
conclusion arrived at
by the Committee as to the
Line of Table provisionally
arranged for the working
of the Guntoor State Railway
We can only trust that
the development of
traffic will speedily
lead to the running of
another train; and to
the remission of the Time
Table which is peculiarly

P.W. 1874 Despatch
Min. of Govt Pr. Letter
Item No. 3602.

Rec. Secretary Engineer
for Railways

To
The Secretary to Govt
P.W. Department
Fort St. George

Dated 22 August 1874
Rec.d 28 August 1874
Ans.d 2 Sept 1874

Submitting letter
from the Agent S.I.R. Co
leaving for perusal the
Time Table issued
Rec. Guntoor State Ry
Lr. No 2617. 15-9-874.

Ans. 2-9-874
Copied to Secy to Govt 10 Sept 1874

advance to the interests of Madras and the South of India generally.

Meanwhile the Govt of Bombay will be addressed on the subject of a Refreshment Room and night accommodation at Shahabad; both of which appear absolutely necessary, seeing that Madras Passengers in both directions will be detained 18 hours at that Station.

Yours

To the Secy & Engr
" Postmaster Genl
" Public Deptt

Sd. Capies despd to both 22/9/74.
" " 28/9/74.

299-301

Rcd 31/8/74

299

No. 2618

To The Secy: to the Govt of Bombay &c &c.

Sir,

I am forwarding a copy of the accompanying Proceedings on the subject of the train service on the Nizam's State Railway, ~~in connection with the Bombay Local trains~~, I am directed to invite the attention of this Secretary to

Governor in Council
to the serious delay at
Shahabad which the
arrangements involved
to Passengers travelling
in both directions
between Madras
and Bombay - and to
suggest the expediency
of the provision of a
Refreshment Room
and suitable night
accommodation at
that station if these
conveniences do not
already exist.

307. Govt.

The Previous Papers
to be laid before
both Houses of Parliament
by Command of Her Majesty.
Cir 25/9/74.

Public Works Department
Proceedings of the Madras Government
Read 18th September
From The Consulting Engineer } (No 6 Book 47th dated
for Railways } 7th August 1874.)

His Excellency the
Governor-in-Council
cannot gainsay the
conclusion arrived at
by the Committee as to
the Time Table pro-
visionally arranged
for the working of the
Nizam's State Railway,
on the idea that the
running of Night
Trains would tend to
discourage Passenger
Traffic in a country

where Railways are a novelty; and especially during the first monsoon. We can only trust that the development of traffic will speedily lead to the running of another train; and to the revision of a time table which is peculiarly adverse to the interests of trade and the Country of India generally.-

Cypher.

Cal 12/8/74 Lyons

5002 +

Govt. of India 1874 Works.

PUBLIC WORKS.

To ☆ The Com. Engr for Rlys + Secy to Govt. of India

dated

rcd. Pmkd 2617

G. G. 15 Sept. 1874. No. 2618

No. 299-301.

Nizams State Railway.

Orders passed on the subject of the train service & the Govt of Bombay addressed on the subject of a Refreshment room & night accommodation at Shahabad.-