

(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.	885 (Ky)	Press
B.P. No.		Mis.
768-6770		
Dated	30-3-1874	195.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
30th March 1874.*

Read the following letters:—

No. 768. From Major the Honourable E. R. BOURKE, Postmaster-General, Madras, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 5th February 1874, No. 14,867.

REFERRING to the Order of Government, No. 3,063, dated 20th December 1873, I have the honour to point out that it is a mistake to suppose that the whole of the inward Overland Mails for stations south and west of Arcunum are detained there $14\frac{1}{2}$ hours.

2. Advantage has always been taken of the 7 A.M. from Madras to forward the Overland Mails as far as this train runs, that is to Erode and Bangalore. The Overland is by this means delivered at all stations in the Mofussil that are served through this portion of the line by a special extra service the same day that it is delivered in Madras. If Government decide that the 7 A.M. should run beyond Erode, it will be utilized as much as possible for forwarding the Overland Mail to other stations.

3. There is however $15\frac{1}{2}$ hours detention to the inward Overland Mails for all stations west and south of Erode, and, under existing arrangements of trains, this detention to the inward and likewise the detention of 16 hours at Arcunum, to the outward, mails cannot be avoided; the great inconvenience of this detention was pointed out in my letter to Consulting Engineer for Railways, No. 5,748-2,998, dated 27th November 1872, and a remedy suggested; but my propositions did not meet with the approval of the Madras Government, Order No. 678, dated 3rd March 1873.

4. I would take this opportunity of referring to G. O., No. 2,696-A., of 4th November 1873, which concludes as follows:—"And His Excellency the Governor in Council doubts not that the former rate of speed will eventually be worked out and earlier departure from Pothanore secured if practicable;" and would beg to submit that the time has now arrived when by actual experience it has been ascertained that the speed of the mail train on the South-West Line can without difficulty be increased.

5. The existing arrangements for the mail service on the North-West Line I do not propose to alter, but as regards the South-West Line the hour of arrival, 9-30 A.M. at Mettapolliem, has been found by experience to be most inconvenient both for travellers and for the mails.

6. The mail should, if possible, reach Mettapolliem at 7 A.M., so that travellers may ascend the ghaut before the great heat of the day commences.

7. It has been very difficult, indeed, hitherto to ensure an afternoon delivery of letters at Ootacamund sufficiently early as to reach the several offices in time to enable urgent letters to be replied to by return post; the whole distance from the Mettapolliem Railway Station to Ootacamund Post Office, 26 miles, is done by runners in $4\frac{1}{2}$ to 5 hours, which is very fast indeed, considering that a very steep ghaut has to be ascended. Sorting at Ootacamund takes three-quarters of an hour more, and it is certainly half an hour more before letters reach the several offices, so that, under the most favourable circumstances, letters cannot be dealt with in any office at Ootacamund for $6\frac{1}{2}$ hours after the train reaches Mettapolliem, that is 3-45 P.M.

8. It stands, therefore, to reason that this hour is far too late. An acceleration of 2½ hours would be of the utmost advantage and convenience.

9. As respects Beypore and Negapatam, precisely the same arguments apply, the distance in time from Madras being nearly equal in each.

10. I would beg, therefore, to urge on Government the advisability of revising the present mail service on the South-West Line, and to suggest the hour of leaving Madras be 5 P.M. and arrival 7 A.M., instead of 6 P.M. and 6 A.M. respectively as at present, and to increase the speed from 20 to a minimum of 23 miles an hour.

11. The mail train leaving Madras at 5 P.M. would then reach Mettapolliem at 7-15 A.M., Beypore at 10-57 A.M., Negapatam 10-45 A.M., Bangalore 6 A.M.

12. The mail to Madras would leave Beypore at 1-20 P.M., Mettapolliem 4-45 P.M., Negapatam 1-10 P.M., Bangalore 7 P.M., arriving at Madras at 7 A.M.

13. These hours would, I am sorry to say, cause a detention at Jollarpett of three hours to passengers between Madras and Bangalore which, no doubt, would be at first considered inconvenient, but in reality the detention would in one sense be of advantage.

14. 6 A.M. is amply early for passengers to reach Bangalore, the present hour, 5-30 A.M., is too early, and is not at all convenient for passengers who are brought into the station in the dark when the carriage lights are usually out; in fact, there cannot be a second opinion that the present hour of arrival at Bangalore is too early.

15. I do not think that the detention at Jollarpett would be felt; being in the middle of the night, it would be passed unconsciously in sleep in the carriages. In truth this supposed inconvenience would not be perceived, while the benefits conferred on the passengers to all other stations, and the whole of the mail service, would be immense.

16. It should not be forgotten, in considering this matter, that the present arrangement, while suiting passengers travelling between Bangalore and Madras, necessitates very great inconvenience to all other passengers, particularly to those for the Hills, so that it is but just to balance the present inconvenience experienced by the passengers to the Hills, exposed as they are to the great heat of the sun for several hours, against the supposed inconvenience to Bangalore passengers of a detention at Jollarpett, which would be in the middle of the night, during the whole of which they may sleep comfortably in their carriages. Besides, the Bangalore passengers have the option of a day train which suffers no detention, while travellers to the Hills have no option whatever, there being only one train.

17. Passengers proceeding from, or going to, Bangalore for, or from stations west of Jollarpett would suffer no delay whatever. It is only passengers between Bangalore and Madras that would be detained.

18. It has, I know, been ascertained that previous to the revision of the time-table on 1st September last, the major portion of the paying passenger traffic was said to be between Madras and Bangalore; the train used then to leave Madras at 5 P.M. and reach Bangalore at 7 A.M.; the hours I now suggest, even with the

detention at Jollarpett, are an improvement on this service. As it paid then surely it will still continue to do so equally well when the hour of arrival at Bangalore is so much accelerated. At all events the hours now suggested cannot be said to act injuriously.

19. But since the Neilgherry Branch has been opened and the speed increased, the facilities for reaching the Hills have been so much improved that it is but fair to suppose, that by enabling passengers for the Hills to reach their destination with greater ease and comfort, and escape the great heat of the journey after leaving the train, that the passenger traffic on this portion of the line will also improve; but as long as it is imperative to brave the great heat of the sun between Mettapolliem and Coonoor (for there is but one train a day) it can hardly be expected that passenger traffic on this portion of the line can be fostered.

20. I think, therefore, I have succeeded in proving that the change I propose, principally in the interest of the mail service, would not be really inconvenient to the Bangalore passengers, while existing arrangements entail serious consequence to all passengers for the Hills.

21. I must also not omit to point out that the proposed change would necessitate a night service over a portion of the Great Southern of India Railway; this too is unavoidable if full advantage is to be taken of the improved speed, but the benefit will, I feel certain, be commensurate.

22. By a reference to the proposed time-table, it will be seen that it would permit of all important letters being replied to the same day by return of post at all stations served by the Great Southern of India Railway line.

23. It would also have the effect of improving and accelerating considerably the deliveries to numerous stations to the south of this line by many hours.

24. It would also enable passengers from the same direction to catch the mail from Madras proceeding to the West and Hills with a detention only of a very few hours at Erode.

25. For instance, passengers leaving Trichinopoly at 4-15 P. M. would reach Mettapolliem at 7-15 A.M. next day.

26. I am aware that the extra cost of this night-service is a matter for consideration, but I would beg to submit, for the consideration of the Government of Madras, whether the time has not arrived when the mail service of this Presidency should not be made equally good as that which exists in other parts of India.

27. A reference to the Indian Bradshaw will show that 23 miles per hour is the slowest rate at which the through mails on all the principal through lines are carried, and I am quite at a loss to know why the same speed should not be maintained for the through mails on the lines in this Presidency, for surely the service is equally important to those concerned, and, individually, the interests affected, public and private, equally great.

28. There is another point respecting the necessity of establishing a night-service on a portion of the Great Southern of India line which must not be omitted, even though at any future time this line is converted into the narrow gauge.

29. At no very distant date the line from Trichinopoly to Madura will be opened, at all events a portion of it, to Dindigul.

*Proceedings of the Madras Government, Public Works Department,
30th March 1874.*

30. It will doubtless be absolutely necessary that the Madura train should await the arrival of the mail from Madras, it follows then that it is most desirable that this mail train should not be delayed en route, or that there should be any unnecessary detention at Erode of many hours, for the earlier in the morning the Madura train can start from Trichinopoly the better.

31. If then the Government decide on accelerating the speed of the mail on the South-West Line to that which exists on other lines in India, viz., to 23 miles an hour, a night-service on a portion of Great Southern of India line between Erode and Caroor will be necessary, otherwise the increased rate at which the mails will have been carried to Erode will be completely thrown away and lost to all the mails leaving the South-West Line at Erode.

32. That a speed of 23 miles an hour can be maintained there is no doubt, for experience has already proved that on all other Indian lines, which for the most part are single, such speed has been in existence for some considerable time past.

33. Since 1st September last little over 20 miles an hour has been the speed of the mail on all the Madras lines.

34. Judging from the punctuality which the trains have been running, and from inquiries I have made, I believe there would be no difficulty in increasing the speed of the mail trains on South-West Line, Madras Railway, and on the Great Southern of India Line, to 23 miles an hour.

35. The road on both lines is admirable, the engines and railway stock I believe second to none.

36. The extra expense, whatever it may be, I feel sure would not exceed the cost of a similar existing fast service on other lines in other parts of India, for it is proverbial that the working expenses of the Madras lines are very much cheaper than those of other Indian lines.

37. If there is any question raised on the part of the local Railway Authorities as to the difficulty of increasing the present rates of speed, I would remind Government that, so far as the mail service is concerned, the mail trains on both the Negapatam and South-West Lines stop at several stations where, as far as the postal service is concerned, there is no necessity whatever. On the South-West Line, Madras Railway, the number of stoppages have increased since 1st September last, there are still five stations that the mail stops at now which might be omitted, viz., Shevaroy Hills, Perandoray, Watkalle, Somanore, and Conjeevode.

38. On the Negapatam line there are fourteen, viz., Sickle, Keevalore, Kalikery, Kordachary, Ammapattah, Saliamungalam, Doodalore, Peroovembore, Ellamanoor, Lalapettah, Cuttalay, Poogalore, Cudumudy and Passeor; in fact, the acceleration of the speed on this line has not necessitated the omission of a single station, for the mail train still stops at all.

39. Should Government be pleased to sanction these proposals, I submit that there would be nothing left to wish for from a postal point of view, and I would also urge that these hours would be far more convenient to the travelling public than any others, and further that when the line from Trichinopoly to Madura is opened that no alteration would be necessary for the mail service, as the mail would reach Trichinopoly about 7 A.M. and might be forwarded to the south at once.

*Proceedings of the Madras Government, Public Works Department,
30th March 1874.*

MADRAS TO BEYPORÉ.

	At 23 Miles an hour.		
	Distance.	A. M.	P. M.
Leave Madras ... ..	.....	.....	5
Do. Jollapett for Erode	152	.....	10-45
Do. do. for Bangalore ... ..	.....	1-15	.....
Arrive Bangalore	84½	6-0	.....
Leave Erode for Negapatam	111	3-30	.....
Arrive Negapatam	168	10-50	.....
Leave Pothanore	58½	6-7	.....
Arrive Mettapolliem	26	7-15	.....
Do. Beypore	104½	10-40	.....

BEYPORÉ TO MADRAS.

	Distance.	A. M.	P. M.
Leave Beypore ... ..	.....	.....	1-20
Arrive Pothanore	104½	.....	5-53
Leave Mettapolliem	26	.....	4-15
Arrive Erode	58½	.....	8-25
Leave Negapatam	168	.....	1- 8
Arrive Jollapett	111	1-15	.....
Leave Bangalore	84½	.....	7- 0
Do. Jollapett ... ..	.....	.....	10-45
Arrive Madras	132	7- 0	.....

No. 769. 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, 17th February 1874, No. 94.

In compliance with the instructions conveyed in the first paragraph of the Order of Government, dated the 10th September 1873, No. 2,330-B, I have the honour to lay before His Excellency in

* No. 144, dated 14th February 1874. Council a letter* from the Agent of the Madras Railway Company, accompanied by a report from the Traffic Manager, upon the proposal to increase the speed of the mail trains on the South-West Line of the Madras Railway to 23 miles per hour, inclusive of stoppages.

2. The Railway Authorities show that the increase of speed which was introduced from the 1st September 1873 has resulted in a considerable addition to the working expenses, and they argue that any further increase of speed will throw a still heavier charge upon the traffic earnings, limited as those earnings are in comparison with those of the other large Indian Companies.

They also show that the circumstances of the line between Calcutta and Bombay are widely different from those of the line between Madras and Beypore; and that any comparison between the rates of speed maintained upon the two lines, which fails to take that difference into account, must manifestly mislead.

*Proceedings of the Madras Government, Public Works Department,
30th March 1874.*

They further state their opinion that, taking into consideration the special circumstances of the Madras Railway, the proposed increase of speed would not be prudent on the score of safety; and they strongly urge that no acceleration of speed should at present be attempted upon the Madras Railway.

3. I have lately had opportunities to discuss this subject at considerable length with the Postmaster-General and with the Railway Authorities, and the conclusion at which I have arrived is that, however desirable from a purely postal point of view it may be to secure the maximum rate of speed for the mail trains, any increase to the speed at present maintained in this Presidency would be in the highest degree inexpedient and impolitic.

4. The annexed table shows the rates of speed at which the mail trains now travel along the main lines of Railway in India:—

Line of Railway.	DISTANCE.			Time occupied by mail train.	Rate of speed.
	Single line.	Double line.	Total length.		
Calcutta to Bombay	722	687	1,409	H. M. 61-45	22-82
Bombay to Raichore	363	...	442	22-40	19-50
Raichore to Madras	351	...	351	16-55	20-75
Madras to Beypore	406	...	406	19-30	20-82
Madras to Mettapolium	327	...	327	15-30	21-10
Allahabad to Delhi	390	...	390	18-25	21-18
Delhi to Lahore	348	...	348	18-25	18-90

5. It will be seen that the line between Calcutta and Bombay is the only one upon which the speed is sensibly greater than it is upon the Madras Railway; but, when it is borne in mind that nearly one-half of the former line is double, and that the gradients along the greater portion of it are much easier than on the Madras Railway, I submit that the rate of speed now maintained upon the latter line is, comparatively speaking, greater than upon the former. Even were it otherwise, I submit that the importance of the mails carried between Calcutta and Bombay is very much greater than that of the mails carried between Madras and Beypore, and that the rate of speed which might reasonably be expected upon the former line would, in the case of the latter, involve unnecessary outlay.

6. The line between Madras and Beypore may perhaps be not unfairly compared in point of importance with that between Allahabad and Delhi; and, in spite of the fact that upon the one line the ruling gradient is 1 in 67 and upon the other 1 in 500, the rates of speed maintained respectively by the mail trains upon the two lines are almost identical.

7. I cannot but agree with the Railway authorities that, looking to the special circumstances of the country traversed by the Madras Railway, any considerable increase to the speed of the mail trains, such as has been proposed by the Postmaster-General, is undesirable upon the score of safety.

*Proceedings of the Madras Government, Public Works Department,
30th March 1874.*

8. In conclusion, I beg especially to draw the attention of His Excellency the Council to the fact that the traffic upon the Madras Railway, and the earnings therefrom, are of an extremely limited nature when compared with the returns upon the other Indian main lines; and that it is only by the most rigid attention to economy of working that the Madras Railway has been able to maintain the respectable position which it occupies in comparison with those other lines. Bearing this in mind, I am bound to state in the clearest terms my opinion that the present arrangements for the mail service upon the South-West Line of the Madras Railway are decidedly in advance of the requirements of the country, and to join with the Railway authorities in earnestly deprecating any change which will have the effect of adding to the working expenses of the Company.

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, 14th February 1874, No. 144.

With reference to your letter of the 22nd of September last, No. 873, I have the honour to forward herewith, for submission to Government, the copy of a report* received this morning from the Traffic Manager upon the question of the proposed further acceleration of the speed of mail trains on the South-West Line of this Railway.

2. Mr. Church shows in his report that under the time-table at present in force the speed averages 28½ miles an hour from Madras and 23 miles an hour to Madras, exclusive of stoppages marked upon the time bill, but inclusive of stoppages at minor stations; but that the actual rate of running between stations is much greater in consequence of the time lost by stopping at minor stations and by slackening speed at all facing points.

3. To enable us to run at this speed it has been found necessary to decrease the loads of the trains which, as shown by the Traffic Manager, has already caused a serious increase in our working expenses, while a further acceleration of speed cannot be obtained without such a further increase in the cost of working as, I respectfully submit for the consideration of His Excellency the Governor in Council, cannot be justified, especially looking at the limited revenue of the Company and the manner in which of late the working expenses have been increasing, which I consider render it imperative that no extra outlay should be incurred except under the most urgent circumstances.

4. At the same time that I consider that any further increase of speed would be inexpedient from a financial point of view, I have the honour to direct the special attention of the Government to the 5th paragraph of the Traffic Manager's Report, in which he expresses the opinion that such a course would not, on some parts of our line, be prudent in point of safety, especially at night. With this opinion I entirely agree, and bearing in mind the danger threatened by the bursting of tanks, the steep gradients to be worked over, the difficulties necessarily attendant upon the working of a long single line, and by cattle trespass, I have the honour to request that His Excellency the Governor in Council may be urged to give this point his gravest consideration.

5. As regards the comparison of the speed of trains on this line and that attained on the East Indian Railway, I cannot do better than solicit the attention of the Government to the observations of the Traffic Manager in paragraph 4 of his report, which show that the circumstances of the two Railways are entirely different, and that what is not only possible, but easy of attainment on the East Indian Line, would, in the opinion of the Traffic Manager and myself, be attended with considerable danger on this.

6. Under these circumstances, I venture strongly to urge that no acceleration of speed should be attempted on this Railway.

*Proceedings of the Madras Government, Public Works Department,
30th March 1874.*

From H. E. CHURCH, Esq., Traffic Manager, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 13th February 1874, No. C/757-815.

South-West Line Mail Service.

With reference to the Consulting Engineer's letter No. 873, dated 22nd September last, in which the Government desired that a report should be furnished on the subject of the acceleration of the Mail Trains after three months practical experience of working, I beg to inform you that the time-table introduced on the 31st August last provided for the following mail service on the South-West Line:—

From Madras.

Distance.	From	To	Time allowed for running.	Time allowed for stopping.	Total time allowed.	Speed including stoppages, miles per hour.	Speed exclusive of stoppages, miles per hour.	Number of stations where no specific time is allowed for stopping.
132	Madras	Jollarepett	H. 5 Ms. 20	H. 1 Ms. 0	H. 6 Ms. 20	20.8	24.7	5
74½	Jollarepett	Salem	3 10	0 15	3 25	21.8	23.6	3
95	Salem	Pothanore	3 54	0 46	4 40	20.3	24.2	5
104½	Pothanore	Beypor	4 54	0 11	5 5	20.5	20.9	4
406½			17 18	2 12	10 30	20.8	23.5	.....

To Madras.

Distance.	From	To	Time allowed for running.	Time allowed for stopping.	Total time allowed.	Speed including stoppages, miles per hour.	Speed exclusive of stoppages, miles per hour.	Number of stations where no specific time is allowed for stopping.
104½	Beypor	Pothanore	H. 4 Ms. 48	H. 0 Ms. 22	H. 5 Ms. 10	20.2	21.7	5
95	Pothanore	Salem	3 55	1 15	5 10	18.9	24.3	5
74½	Salem	Jollarepett	3 35	.....	3 35	20.8	20.8	3
132	Jollarepett	Madras	5 10	0 31	5 50	22.5	24.8	3
406½			17 37	2 8	10 45	20.5	23.0	.....

2. It will be seen that the speed of the train from Madras, exclusive of the stoppages marked upon the time-table, but inclusive of the stoppages at 17 minor stations, averages 23½ miles per hour, but this does not correctly represent the actual rate of travelling between stations, as trains (stopping or passing) are required to slacken to five miles per hour at all facing points, and at each of the 17 minor stations, where the train stops, there is a loss of at least from 3 to 5 minutes. The speed, inclusive of stoppages, marked on the time-table, averages 20.8 miles per hour, and these stoppages occupy throughout the journey 2 hours and 12 minutes, viz.:—

	Minutes.		Minutes.
Arconum (dinner)	30	Erode (transshipping)	11
Vellore (water, etc.)	10	Pothanore (breakfast)	35
Jollarepett (changing, etc.)	20	Palghaut (changing)	6
Salem (do.)	15	Puttamby (waiting for train)	5

3. In the other direction the speed, exclusive of the stoppages marked upon the time-table,

*Proceedings of the Madras Government, Public Works Department,
30th March 1874.*

but inclusive of the stoppages at 16 minor stations, averages 23 miles per hour. The speed, inclusive of stoppages marked on the time-table, averages 20.5 miles per hour, and these stoppages occupy two hours and eight minutes, viz.:—

	Minutes.		Minutes.
Wottapollum (waiting for train)	13	Salem (dinner)	35
Palghaut (changing engine)	9	Jollarepett (changing)	20
Pothanore (refreshments)	25	Vellore (water, etc.)	6
Erode (transshipping)	15	Arconum (do.)	3

4. In comparing the speed of the mail trains on the Madras Railway with those between Calcutta and Bombay, it must be borne in mind that, while the whole of the Madras Railway is a single line, traversing a most difficult country, involving heavy gradients throughout, there are no less than 687 miles of double line out of the 1,400 between Calcutta and Bombay. On a double line, trains are in no way impeded either by "facing" points, or by trains running in the opposite direction, but on a single line, as already observed, trains cannot pass through "facing" points at a higher speed than 5 miles per hour, and at every meeting station there is probably some delay in crossing trains. As an illustration of one out of many of the comparative difficulties of working a single line, attention is drawn to the present service, where the mail train from Madras is obliged to lose 5 minutes waiting for a train from Beypor, and where the mail train from Beypor is obliged to lose 13 minutes waiting for a train from Pothanore.

5. It does not seem possible to make any appreciable reduction in the time now allowed for refreshments, changing passengers, mails, and engines, and to increase the rate of speed to 23 miles per hour (including all stoppages) would involve in consequence of the heavy gradients a much higher rate of travelling on some parts of the line than would be prudent in point of safety, especially at night, even if the question of cost were no consideration.

6. My own opinion is that, for our circumstances, the present service cannot be successfully altered. It is now worked with fair regularity, and admits of a little time being made up when trains are thrown out of regular running, a contingency inseparable from the working of a single line.

7. There can be no doubt that the acceleration of the mail trains has enhanced our working expenses, and perhaps the best way this can be shown is by comparing the months of September, October, and November of 1872, under the old service, with the same months of 1873, under the new service, the open mileage during the respective periods being 832 and 858.

8. The traffic receipts for the two periods stand as follow:—

	1872.	1873.
	RS.	RS.
Coaching	5,90,120	5,98,280
Goods	8,65,789	8,51,830
	14,55,909	14,50,110

9. The working expenses (exclusive of Choyaur bridge) for the same periods were as follow:—

	1872.	1873.
	RS.	RS.
Maintenance	2,25,400	3,03,076
Locomotive	2,56,127	2,96,143
Carriage and Wagons	59,030	58,146
Traffic	1,26,536	1,43,412
General	60,005	1,09,826
Special	3,324	8,553
	7,30,532	9,19,157

10. And the mileage of trains stands as follows:—

	1872.	1873.
	440,452	472,020

11. A very large proportion of the increase under the heads of "Maintenance" and "General" charges is no doubt due to a greater length of line being chargeable to Revenue, but this did not affect the working expenses of the Locomotive and Traffic Departments, where the aggregate increase amounted to no less than Rupees 58,853, and, although this increase includes the cost of working the Neilgherry Branch, which was not open for traffic in 1872, it will be

*Proceedings of the Madras Government, Public Works Department,
30th March 1874.*

admitted that, irrespective of this charge, our working expenses have largely increased, and this increase can only be attributed to the extra train mileage imposed upon the Company by a very large reduction of the loads of the mail trains in consequence of their acceleration.

12. The increased train mileage in 1873 was 31,568, of which the Neilgherry Branch only accounts for 7,496. The locomotive expenses for 1873 give an average cost of annas 10 per mile, but as the Neilgherry Branch could not be worked so economically as the main line, it may be fairly assumed that the cost of working the branch was 50 per cent. higher, and this would give the approximate cost of working the branch as under:—

	rs.
7,496 Train miles at 15 Annas	7,028
Traffic Expenses	3,300
	<u>10,328</u>

still leaving an increase in the working expenses of the two departments of Rupees 46,500 to be accounted for.

13. It would not be altogether correct to attribute the whole of this increase to the accelerated mail service, as some allowance must be made for an increase in the rate of wages and cost of materials, but in giving the following figures as the *minimum* extra cost of working the acceleration mail service, I am erring on the side of caution:—

Increased Train mileage	31,568	
Less Neilgherry Branch	7,496 per mile.	rs.
	<u>24,072 @ As. 9-3</u>	<u>13,916</u>
Traffic Expenses		<u>2,200</u>
		<u>16,116</u>

14. So that to earn the same amount of money, an additional cost of upwards of Rs. 5,000 per mensem has been incurred since the mail service was accelerated.

No. 770.

ORDER THEREON, 30th March 1874, No. 885.

RAILWAY, No. 94.

His Excellency the Governor in Council is satisfied as to the correctness of the conclusion arrived at by the Traffic Manager and Agent of the Madras Railway, and concurred in by the Consulting Engineer, after five months working at the increased speed introduced on the 1st September 1873, that it would be inexpedient with due regard to safety and economy further to increase the speed of the mail trains. It also appears that such increase of speed would not be justified by comparison with the rate maintained on other Indian Railways, taking into consideration the nature of the country worked through, and the possible traffic and earnings.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

.. Postmaster-General.

Exd. S. T. Austin.

Spare Copies

POSTMASTER GENERAL'S OFFICE,

MADRAS, 5th February 1874.

From

Major The Honble C. R. Bowker
Postmaster-General,

To

Madras
Colonel G. W. Walker
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

Referring to the Order of Government No 3083 dated 20th December 1873, I have the honor to point out that it is a mistake to suppose that the whole of the inward Overland Mails for Stations South and West of Arcacoon are obtained there 11 1/2 hours.

Advantage has always been taken of the 7 A.M. train from Madras to forward the Overland Mails as far as the train goes, that is to Arcacoon & Bangalore.

The Overland is by this means
delivered at all stations in the
Mofussil that are served through
this portion of the line by a
special extra service the same
day that it is delivered in
Madras. If Government
decide that the P.M. should
run beyond Erode it will
be obliged to make as pos-
sible forwarding the Overland
Mail to other stations.

There is however 15 1/2
hours detention to the inward
Overland Mails for all stations
West and South of Erode,
and under existing arrange-
ments of trains this detention
to the inward and likewise
the detention of 16 hours at

Brecon

Brecon to the outward Mails
cannot be avoided - the great
inconvenience of this detention
was pointed out in my letter
to Consulting Engineer for
Railways No 548¹⁹⁹⁸ dated 27
November 1872 and a remedy
suggested but my propositions
did not meet with the approval
of the Madras Government.
No 548 dated 3 March 1873.

I would take this oppor-
tunity of referring to Govern-
ment Order No 2696 A of 4
December 1873 which concludes
as follows - "And His Excellency
the Governor in Council doubts
not that the former rate of
speed will practically be worked
out and earlier departure from

Coltham

"Potomac proved if practicable"
and would beg to submit that
the time has now arrived when
by actual experience it has
been ascertained that the speed
of the Mail train on the South
West line can without difficulty
be increased.

The existing arrangements
for the Mail Service on the
North West line I do not
propose to alter, but as regards
the South West line the hour
of arrival 9-30 A.M. at Washing-
ton has been found by
experience to be most inconve-
nient both for travellers and
for the Mails.

The Mail should if
possible

possible reach Washington
at 7 A.M. so that travellers
may ascend the Mount before
the great heat of the day
commences.

It has been very
difficult indeed hitherto to
ensure an afternoon delivery
of letters at Potomac and
sufficiently early as to reach
the special office in time
to enable urgent letters to be
replied to by return post - the
whole distance from the
Washington Railway
Station to Potomac
Post Office 26 Miles is done
by runners in $4\frac{1}{2}$ to 5 hours
which is very fast indeed
considering

considering that a very short
journey has to be ascertained.
Starting at Cotacambund
takes $3\frac{1}{4}$ more and it is
certainly $\frac{1}{2}$ an hour more
before letters reach the several
offices so that under the
most favorable circumstances
letters cannot be dealt with
in any office at Cotoca-
mund for $6\frac{1}{4}$ hours after
the train reaches Northamp-
ton that is 3.45 P.M.

It stands therefore
to reason that this hour
is far too late. An
acceleration of $2\frac{1}{2}$ hours
would be of the utmost
advantage & convenience.

As

As respects Bangalore
and Agartala precisely
the same arguments apply
the distance in time from
Madras being nearly equal
in each.

I would beg therefore
to urge on Government the
advisability of revising the
present Mail Service on the
South West line and to
suggest the hour of leaving
Madras be 5 P.M. and
arrival 7 A.M. instead
of 6 P.M. and 6 A.M.
respectively as at present
and to increase the speed
from 20 to a minimum

of

of 23 Mils an hour.

The Mail train
leaving Madras at 5 P.M.
would then reach Mettupal-
luram at 7-15 A.M. Bangalore
at 10-47 A.M. Nagapattinam
10-45 A.M. Bangalore 6 A.M.

The Mail to Madras
would leave Bangalore at
1-20 P.M. Mettupal-
luram 4-45 P.M. Nagapattinam 1-10
P.M. Bangalore 7 P.M.
arriving at Madras at
7 A.M.

Three hours would
I am sorry to say cause
a detention at Pollart
of 3 hours to Passengers
between Madras & Bangalore
which

which no doubt would be
at first considered incon-
venient but in reality the
detention would in one
sense be of advantage.

Six A.M. is amply
early for passengers to reach
Bangalore the present hour
8-30 A.M. is too early and
is not at all convenient for
passengers who are brought
into the station in the
dark when the carriage lights
are usually out in fact
there cannot be a
second opinion that the
present hour of arrival at
Bangalore is too early.

I do not think that
the

the detention at Jolarpett
would be felt being in
the middle of the night
it would be passed un-
consciously in sleep in the
carriages. In truth this
supposed inconvenience would
not be perceived while the
benefits conferred on the
passengers to all other in-
stations and whole of the
Mail Service would be
immense.

It should not
be forgotten in consider-
ing this matter that the
present arrangement in
while quitting passengers
travelling between Bangalore



2146
and Madras respectively
very great inconvenience to
all other passengers particu-
larly to those for the Hills,
so that it is but just to
balance the present incon-
venience experienced by
the passengers to the Hills,
proposed as they are to the
great part of the same
for several hours against
the supposed inconvenience
to Bangalore passengers
of a detention at Jolarpett
which would be in the
middle of the night during
the whole of which they
may sleep comfortably in
their carriages. Besides
the Bangalore passengers
have the option of a day

day train which suffers no
detention while travellers to
the Hills have no option
whatever there being only
one train.

Passengers proceeding
from or going to Bangalore
for or from stations West
of Solapur would suffer
no delay whatever. It
is only passengers between
Bangalore and Madras
that would be detained.

It has I have been
ascertained that previous to
the revision of the Time Table
on 1st September last the
major portion of the passing
passenger traffic was said
to be between Madras and
Bangalore. The train used
then

then to have Madras at
5 P.M. and reach Bangalore
at 7 A.M. the hours I
now suggest given with the
detention at Solapur are
an improvement on this
service. As it is said that
surely it will still continue
to do so greatly well when
the hour of arrival at
Bangalore is so much acce-
lerated. It attests the
hours now suggested cannot
be said to act injuriously.

But since the Railway
Branch has been opened &
the speed increased the
facilities for reaching the
Hills have been so much
improved that it is but
fair to suppose that by
making

I feel certain he comminates.

By a reference to
the proposed Time Table
it will be seen that it would
permit of all important
letters being replied to the
same day by return of post
at all stations served by
the Great Southern of Ireland
Railway line.

It would also have
the effect of improving &
accelerating considerably the
conveyance to numerous stations
to the South of this line
by many hours.

It would also
enable passengers from the



the same direction to catch
the Mail from Madohas
proceeding to the West &
Wills with a detention
only of a very few hours
at Exeter.

For instance passengers
leaving Springfield
at 4-15 P.M. would reach
Northampton at 7-15 A.M.
next day.

I am aware that
the extra cost of this improved
service is a matter for
consideration but I would
beg to submit for the
consideration of the Govern-
ment of Madras whether

the time has not arrived
when the Mail Service of
this Presidency should not
be made equally good that
which exists in other parts
of India.

A reference to the
Indian Broadsheet will
show that 23 Miles per hour
is the slowest rate at which
the through Mails on all
the principal through lines
are carried and I am quite
at a loss to know why the
same speed should not be
maintained for the through
Mails on the lines in this
Presidency for surely the
Service is equally important to

to those concerned and
individually the interests
affected. Public & Private
equally great.

There is another
point respecting the neces-
sity of establishing a night
service on a portion of the
Great Southern of India
line which must not be
omitted: even though at
any future time this line
is converted into the narrow
gauge.

At no very distant
date the line from Trichin-
opoly to Madras will
be opened - at all points
a portion of it to Cuddalore.

It will doubtless be
absolutely

the absolutely necessary that
the Madison train should
await the arrival of the
Mail from Washington at
follows that that should
be desirable that this Mail
train should not be stopped
en route or that it should
should be any unnecessary
detention at Grode. If
many hours for the further
in the morning, the Madison
train can start from
Washington the better.

If then the
Government decide on
accelerating the speed of
the Mail on the South
West line to that which
exists

exists on other lines in Indian
territory to 23 miles an hour
a night service on a portion
of the Great Southern of
Indian line between Grode
and Harcor will be necessary
otherwise the increased
rate at which the Mail
will have been carried to
Grode will be completely
thrown away and lost to
all the Mail running the
South West line at Grode.

That a speed of 23
miles an hour can be
maintained there is no
doubt for experience has
already proved that on
all other Indian lines which

which for the most part
are single each speed has
been in existence for some
considerable time past.

Since 1st September
last a little over 20 miles
an hour has been the speed
of the Mail on all the
Madras lines.

Judging from the
punctuality which the
trains have been running
and from inquiries I have
made I believe there
would be no difficulty
in increasing the speed
of the Mail trains on
the South West line,
Madras Railway and on
the Great Southern of India
line.

line to 23 miles an hour.
The road on both lines
is admirable the Engines
and Railway Stock I
believe second to none.

The extra expense what-
ever it may be I feel sure
would not exceed the cost
of a similar existing fast
service on other lines in
other parts of India for
it is proverbial that the
working expenses of the
Madras lines are very
much cheaper than those
of other Indian lines.

If there is any question
raised on the part of the
local Railway Authorities
as to the difficulty of
increasing

increasing the present rates
of speed. I would remind
Government that so far
as the Mail Service is
concerned the Mail trains
on both the Agapattam
and South West lines stop
at several stations where,
as far as the Postal Service
is concerned, there is no
necessity whatever. On the
South West line Madras
Railway the number of
stoppages have increased
since 1st September last there
are still 5 stations that
the Mail stops at
now which might be omitted
namely, Sivavoy hills and
Perambalur

Perambalur, Wathalle, Som-
more and Kongreok.

On the Agapattam
line there are 14 namely
Sickle, Kinnalore, in-
nahary, Korachary, Amma-
pattah, Sahamungalam,
Brodalor, Yerovunhore,
Ch. Komamare, Lalapattah,
Antharay, Porgalore, Kundu-
mudy and Pappoor in fact
the acceleration of the speed
on this line has not in-
suscitated the omission
of a single station for the
Mail train still stops at
all.

Should Government
be pleased to sanction these
proposals

proposals I submit that
there would be nothing
left to wish for from a
Postal point of view and
I would also urge that
these horses would be far
more convenient to the
travelling public than any
others and further that when
the line from Spichinopoly
to Madras is opened that
no alteration would be
necessary for the Mail Service
as the Mail would reach
Spichinopoly about 7 A.M.
and might be forwarded
to the South at once.

I have the honor to be
Your Obedt^h Servant.

1874
 No. of Govt. No. 105
 Department.
 From The Postmaster-General,
 Madras.
 To The Chief Secretary to Government,
 Public Works Department,
 Fort Saint George.

No. 14867

Dated 5-2-74
 Received 6-2-74

Answered
 Encl. 1. Subject
 Propose certain
 alterations in the
 through mail train
 service -

No 105

16.11.1874

No 385-307-74

Madras to Bayshore

At 23 Miles an hour

Distance A.M. 10 P.M.

Leave	Madras	132	5
Do	Jollapet for Erode	132	10-45
Do	Do for Bangalore	1	15
Arrive	Bangalore	8 1/2	6
Leave	Erode for Negapatam	111	3-30
Arrive	Negapatam	168	10-50
Leave	Do for Mettapollem	58 3/4	6-7
Arrive	Mettapollem	26	7-15
Do	Bayshore	10 1/2	10-40

Bayshore to Madras

Distance A.M. P.M.

Leave	Bayshore	1	20
Arrive	Mettapollem	10 1/2	5-50
Leave	Mettapollem	26	4-45
Arrive	Erode	58 3/4	8-25
Leave	Negapatam	168	1-8
Arrive	Jollapet	111	1-15
Leave	Bangalore	8 1/2	7
Do	Jollapet		10-45
Arrive	Madras	132	7

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 94

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,

In compliance with the instructions conveyed in the first paragraph of the Order of Government dated the 19th Sept. 1873, No. 2330 B, I have the honour to lay before His Excellency in Council a letter No. 1444 of 14th Febry 1874 from the Agent of the Madras Railway Company, accompanied by a report from the Traffic Manager, upon the proposal to increase

125.730
March/74
In 13 11/2 68

4/10/74

increase the speed of the mail
trains on the South-west line of
the Madras Railway to 23 miles
per hour, inclusive of stoppages.

2. The Railway authorities
show that the increase of speed
which was introduced from the
1st September 1873 has resulted in
a considerable addition to the work-
ing expenses, and they argue that
any further increase of speed will
throw a still heavier charge upon
the traffic earnings, limited as
those earnings are in comparison
with those of the other large
Indian Companies.

They also show that
the circumstances of the line
between Calcutta and Bombay
are

431/7
are widely different from those
of the line between Madras and
Beylore; and that any comparison
between the rates of speed main-
tained upon the two lines, which
fails to take that difference
into account, must manifestly
mislead.

They further state
their opinion that, taking into
consideration the special cir-
cumstances of the Madras Rail-
way, the proposed increase of
speed would not be prudent on
the score of safety; and they
strongly urge that no accelera-
tion of speed should at present
be attempted upon the Madras
Railway.

3 I have lately had several opportunities to discuss this subject at considerable length with the Postmaster General and with the Railway Authorities; and the conclusion at which I have arrived is that, however desirable from a purely postal point of view it may be to secure the maximum rate of speed for the mail trains, any increase to the speed at present maintained in this Presidency would be in the highest degree inexpedient and impolitic.

4. The annexed table shows the rates of speed at which the mail trains now travel along the main lines

of railway in India:—

Line of Railway	Distances.			Time occupied		Rate of speed.
	Single line	Double line	Total length	by train.	by mail train.	
Calcutta to Bombay	722	687	1409	h. m.	h. m.	22.82
Bombay to Raichore	363		442	22.	40	19.50
Raichore to Madras	351		351	16.	55	20.75
Madras to Bangalore	406		406	19.	30	20.82
Madras to Mottapollam	327		327	15.	30	21.10
Allahabad to Delhi	390		390	18.	25	21.18
Delhi to Lahore	348		348	18.	25	18.90

5 It will be seen that the line between Calcutta and Bombay is the only one upon which the speed is sensibly greater than it is upon the Madras Railway; but, when it is borne in mind that nearly

one half of the former line is
double, and that the gradients
along the greater portion of it
are much easier than on the
Madras Railway, I submit
that the rate of speed now
maintained upon the latter line
is, comparatively speaking, greater
than upon the former. Even
were it otherwise, I submit that
the importance of the mails car-
ried between Calcutta and Bom-
bay is very much greater than
that of the mails carried between
Madras and Bombay, and that
the rate of speed which might
reasonably be expected upon
the former line would, in the
case of the latter, involve
unnecessary outlay.

47A/4
b. The line between Madras
and Bombay may perhaps be
not unfairly compared in point
of importance with that between
Allahabad and Delhi; and,
in spite of the fact that upon
the one line the ruling gradient
is 1 in 67 and upon the other
1 in 500, the rates of speed
maintained respectively by the
mail trains upon the two lines
are almost identical.

I cannot but agree
with the Railway Authorities
that, looking to the special
circumstances of the country
traversed by the Madras Rail-
way, any considerable increase
to the speed of the mail trains,
such as has been proposed by
the Post Master General, is
undesirable upon the score

of safety.

8

In conclusion I beg especially to draw the attention of His Excellency in Council to the fact that the traffic upon the Madras Railway, and the earnings therefrom, are of an extremely limited nature when compared with the returns upon the other Indian main lines; and that it is only by the most rigid attention to economy of working that the Madras Railway has been able to maintain the respectable position which it occupies in comparison with those other lines. Bearing this in mind, I am bound to state in the clearest terms my opinion that

20
49A
that the present arrangements for the mail services upon the South-west line of the Madras Railway are decidedly in advance of the requirements of the country, and to join with the Railway Authorities in earnestly deprecating any change which will have the effect of adding to the working expenses of the Company.

I have the honour to be,
Sir,

Your most Obedt Servt

Wm. Mountbatten

Madras
17 Feb 1871
Edw. B. 10

Secy. Genl. for Railway

No. 11/11

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 14th February 1874.

From

A. D. Clavin Esq.
Agent and Manager, M. R. Co.

To

Mr. J. H. Hall Esq. & Son & Co.
Consulting Engineer for Railways.

Sir,

With reference to your letter of the 22nd of September last, 1873, I have the honour to forward herewith for submission to Government the copy of a Report received this morning from the Traffic Officer upon the question of the proposed further acceleration of the speed of all rail trains on the South West line of the railway.

2. Mr. Churchman in his Report that under the Time Table at present in force the speed averages 23 1/2 miles an hour from Madras, and 20 miles an hour to Alwar, exclusive of stoppages marked upon the Time Bill, but exclusive of stoppages at minor stations, but that the actual rate of running between stations is much greater.

1st 1874
13th Feb 1874

RAILWAY DEPARTMENT.

1874

From
J. H. Hall Esq. & Son & Co.
13th Feb 1874

The Consulting Engineer

for Railways,

To

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

Dated

14th February 1874

Recd.

Encl: 2
No. 94

1874-75-20-3-20

ad. Clavin Esq.

with enclosure from

the original and duplicate of

reporting upon the

proposed to increase

the speed of the line

from Madras to Alwar

on 14th Feb 1874

1874

in consequence of the train not being
stopping at minor stations and being
slacking speed at all facing points.

3. To enable us to run at this
speed it has been found necessary to
decrease the loads of the trains, which,
as shown by the Traffic Manager,
has already caused a serious increase
in our working expenses, while a
further acceleration of speed cannot
be obtained without such a further
increase in the cost of working as I
respectfully submit for the consideration
of the Board, the Government and
Council, cannot be justified, espe-
cially looking at the limited Revenue
of the Company and the manner in
which of late the working expenses
have been increasing, which I
consider render it imperative that
no extra outlay should be incurred
except under the most urgent cir-
cumstances.

4. At the same time that
I consider that any further increase
of speed would be inexpedient from
a financial point of view, I have
the honour to direct the personal
attention of the Government to the

5th paragraph of the Traffic Manager's Report in which he expresses the opinion that such a course would not, on some parts of our line, be prudent in point of safety, especially at night. With this opinion I entirely agree, and having in mind the danger threatened by the hunting of tigers, the steep gradient to be worked over, the difficulties necessarily attendant upon the working of a long single line, and by Cattle trespass, I have the honour to request that His Excellency, the Governor in Council may be pleased to give this point his prompt consideration.

5. As regards the comparison of the speed of trains on this line and that attained on the East Indian Railway, I cannot do better than solicit the attention of the Government to the observations of the Traffic Manager in paragraph 4 of his report, which show that the circumstances of the two Railways are entirely different, and that what is not only possible, but easy of attainment on the East Indian line, would in the opinion of the Traffic Manager and myself be

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

1st

Decr.

2/8

57A

attended with considerable danger
on this -
Under those circumstances
I venture strongly to urge that no
acceleration of speed should be
attempted on this railway.

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

W. G. ...

Agent & Manager

MADRAS RAILWAY

From

The Agent and Manager

To

The Consulting Engineer

for Madras

Dated

187

1868

No

57A

P. O. Departe
 Pro: of the Madras Government.
 Read the following:
 From the
 Postmaster Genl H.E. No 1486 of 5 Feb 74
 The Cong Engines
 for Railways (H. E. No 94 of 14 Feb 1874)

Sir Excellency the
 Government in Council
 is quite satisfied as to the
 successfulness of the conclu-
 sion arrived at by the
 Traffic Manager and
 Agent of the Madras Rail-
 way, and concurred
 in by the Cong Engines,
 after 5 months working
 at the increased speed
 introduced on the 1st
 September 1873, that it
 would be highly in-
 expedient with due
 regard to safety and

J. O. S.

MADRAS RAILWAY
 From
 The Agent and Manager
 The Consulting Engineer
 for Railways
 P. O. 988/74
 dated 14 Feb 74
 1874
 14 Feb 74
 1874
 The undersigned for do business
 at Port the duty of a
 report from the Traffic
 Manager upon the
 question of the proposed
 alteration in the speed of the
 engines on the 1st of
 Jan of the Madras
 Railway
 P. O. 988/74
 Jan 13 11:16 AM/74

economy further to in-
 -crease the speed of the
 Mail Trains - Also that
 such increase of speed
 would not be justified
 by comparison with
 the rate maintained
 on other Indian Rail-
 ways, taking into
 consideration the
 nature of the country,
 worked through, and
 the possible traffic
 and earnings.

Lyons

To the Com^r & Sup^r of the Railway
 & Postmaster General

Recd^d 11-11-74 with
 L.C.

768-770

Public Works Department

Letter from the Postmaster General
 Madras, 11th Feb, dated 5th February
 1874.

Submitted for Order.
 With remark that
 there is little doubt as
 to the capability of at-

I would send this on to the
 Railway Com^r & L. 2nd Author.
 In operation - I will
 lead to discussion on
 better alternative pro-
 posals - The matter is
 susceptible of discussion
 & improvement. The
 distance between
 Madras and Arcot
 being regularly run
 by the Mail Train

in 100 minutes, or at
 the rate of 2 1/2 miles
 per hour, including
 any stoppages. But the
 Postmaster General's
 Com^r & L. 2nd Author

proposals still in-
 - volue detention of
 all mails from Bom.
 - lay and Stations North
 of Arcamun for 13 1/2
 hours on their way
 to the hill cherries and
 the South and West;
 also an earlier start
 from Madras of one
 hour; and a separate
 train between Madras
 and Arcamun (up to
 which place there is
 now but one Mail
 Train common both
 to the South West and
 North West Lines);
 while the hour of
 arrival at Metapoli-
 - um is proposed the
 J. A. M. not in reality
 a convenient one

against any path
 in case of & had
 I am not dis-posed
 to accept the
 respect to the
 as now, is it not?
 in cutting it &
 would decide
 as soon as the
 work.

I do not see
 how it would be
 why we may not
 form one line at
 Metapoli by

again of 2 1/2 hours we can
 not expect a better this
 much.
 leaving Madras at 5 PM
 as was the case before
 105

Cancel. Mr. R. L. Long
 a further

13th
 - sent too late by 2
 - hours & 1 1/2 hours at
 least. But Bangalore
 arrangements will be
 commenced. It is
 - whether the gain is
 - hardly commensurate
 with the sacrifices to be
 made.

Acceleration of com-
 - munication to the South
 will probably have
 been postponed till
 the line between Madras
 (or Arcamun) and
 Bangalore is opened.
 30 miles and hour will
 be too much to exact
 between Erode and
 Krishnopoly, the present
 broad gauge of which
 is about to be altered to
 narrow gauge.

Edw. A. George
 February
 1871

W. A. R. S. & Co. P.E.
 Secy. Government of India

70
988

2

Govt. of 1874

PUBLIC WORKS.

The Chief Engineer
for Railways

Dated

Recd.

Encl.

G. O. 711/1874 No. 885

No. 768-770

Mail Train Service
Madras Railway

Passing orders in
papers in the subject
increasing the speed
of mail trains on the
S. M. Line of the Madras
Railway