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.	1481	Press	
B.P.—No.		Mis.	
			C875
Dated	28—5	—	—195—.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
28th May 1875.

No. 534. 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, 8th May 1875, No. 262:—

ADVERTING to the Proceedings of Government noted in the margin, I have the honor to submit for consideration letter No. 479, dated the 7th instant, from the Agent of the Madras Railway Company upon the subject of the mail train service on the North-West Line.

No. 3,620, 28th December 1874.
„ 310, 4th February 1875.
„ 408, 13th „ „

2. It will be remembered that, before October 1874, the up mail train left Madras at 6 P.M., reaching Raichore at 11-30 A.M. on the following day; while the down mail train left Raichore at 1-35 P.M., and reached Madras at 6-30 A.M. These arrangements were necessarily suspended in consequence of the disastrous floods during October; and the train service, which received the approval of Government on the 28th December 1874, provided for the up mail leaving Madras at 6 A.M., and reaching Gooty at 7 P.M.; leaving the latter station at 6-45 A.M. on the next day, and arriving at Raichore at 11-30 A.M. Provision was also made for the down mail leaving Raichore at 1-35 P.M., and reaching Gooty at 6 P.M.; leaving Gooty at 4 A.M. the next day, and arriving at Madras at 5-5 P.M.

3. The letter which accompanies this was written in reply to a question as to the date when it was proposed that the night service should be resumed, and it will be seen that the Railway Authorities are of opinion that the existing arrangements should remain undisturbed. The reasons given in support of this proposal are that the day mail service is more convenient to the native portion of the travelling community, that it fully meets the requirements of the Post Office, and that it can be worked at less cost.

4. To the first of these reasons I do not attach very much importance. In addition to the mail service, there is now, as there always has been, a slower local train service between Madras and Cuddapah; so that, in the event of the night service being resumed, those who dislike to use it would still have the option of making their journeys by day; the only difference being that they would have to halt for the night at Cuddapah instead of at Gooty. For example, the journey between Madras and Bellary would then, as now, occupy two days.

5. The second of the assigned reasons concerns the postal arrangements solely, and I am not competent to offer an opinion upon the point. There can, however, be no doubt that the convenience of the mercantile community, and of the letter-writing portion of the public, would be met by a resumption of the night service; and I believe I am safe in affirming that the Postmaster-General would strongly advocate it.

6. There remains the question of economy of working, and on this point there can be no doubt that the resumption of the night service will entail a certain amount of increased charges. When the night service of trains was first introduced upon the North-west Line this question was discussed at considerable length, and a reference to the Proceedings of Government noted in the margin will show that, in spite of a certain increase in the working expenses, the Government were of opinion that the public had a right to call for the establishment of a night service.

No. 952, 22nd March 1869.
„ 2,259, 10th July „
„ 3,138, 28th Sept. „
„ 1,031, 13th April 1870.

7. After careful consideration of the question, I am of opinion that the night service of trains ought to be resumed as soon as the repairs to the injured bridges have been completed. The favor of early instructions is solicited in order that the necessary arrangements may be made, both by the Railway and the Postal Departments.

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, 7th May 1875, No. 479.

ADVERTING to your letter of the 1st instant, No. 489, I have the honor to solicit your attention to the enclosed copy of a communication from the Traffic Manager having reference to the existing mail train service on the North-west Line.

2. As the great object which the Company has in view is to make the Railway popular by encouraging travelling, it seems to me that it must be admitted on all sides that as far as natives at least are concerned, a day service of trains is more likely to ensure this result than a service by night, and as it would appear from Mr. Church's letter that the existing arrangements fully meet the requirements of the Post Office, I cannot too strongly urge upon the Government the advisability of allowing the present arrangement of trains on the North-west Line to remain undisturbed.

From H. E. CHURCH, Esq., Traffic Manager, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 5th May 1875, No. $\frac{C.\ A\ \&\ M.}{455}$

CONSULTING Engineer's letter, dated 1st May, No. 489 with enclosure from the Postmaster-General.

There can be no doubt, in my opinion, that the present day mail train service on the North-west Line is much more convenient to the native portion of the travelling community than a night service, and is consequently more largely patronised; and as I understand from Mr. Sheridan, the Chief Superintendent of the Travelling Post Office in India, that the present service fully meets the requirements of the Post Office, that the work of sorting is not only more satisfactorily performed by day, but is absolutely less costly to the Post Office, I would strongly recommend that no change should be made in the existing arrangements.

I would here observe that on the State Railways the mails are carried by day trains only, solely because a night service entails so much additional cost, and I do not think that we can do better than follow the practice of the State Railways in this respect.

No. 535. ORDER THEREON, 28th May 1875, No. 1,481.

RAILWAY, No. 58.

THE Honorable the Governor in Council observes that the night train service on the North-west Line was decided upon after full consideration of the advantages and disadvantages. Unfortunately the floods of last October and the serious damage occasioned by them necessitated the temporary suspension of this service, but the Government have in no way altered their opinion as to the importance of running the mail train to Bombay through without more than a brief stoppage en route, and as soon as the night trains can be resumed without risk, the time table in force prior to the accidents of October should be reverted to, so far as regards the mail train on the North-west Line.

2. The Government hope to learn at an early date that the night trains may be resumed with safety.

(True Extract.)

Major, R.E.,
Offg. Joint Secretary to Government.

To the Consulting Engineer for Railways.
" Postmaster-General.
" Financial Department.

Exd. S. T. Austin.
Spare Copies

No. 479

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 7th May 1875

From

Robt. B. Elwin Esq.
Agent and Manager. of the M.R.

To

Lieut. Colonel I. Brn. Addad Stewart R.E.
Consulting Engineer for Railways.

SIR,

Adverting to your letter of the 1st instant No 489. I have the honour to solicit your attention to the enclosed Copy of a Communication from the Traffic Manager having reference to the existing Mail train service on the North West Line.

2. As the great object which the Company has in view is to make the Railway popular by encouraging travelling, it seems to me that it must be admitted on all sides that as far as Natives at least are concerned a day service of trains is more likely to ensure this result than a service by night, and as it would appear from

MADRAS RAILWAY.

From

The Agent and Manager

To

The Consulting Engineer

for Railways

Dated

Read

187

No.

Mr Church's letter that the existing arrangements fully meet the requirements of the Post Office, I cannot too strongly urge upon the Government the advisability of allowing the present arrangements of trains on the North West Line, to remain undisturbed.

I have the honour to be

Sir

Your most obedt Servt

W. J. Lewis

Agent and Manager.

Railway Department.

Madras, 8th May 1875.

CONSULTING ENGINEER'S OFFICE.

No. 762

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,

× No. 3620 - 28th December 1874.
— " — 310 - 11th February 1875.
— " — 1408 - 13th February 1875.

Adverting to the Proceedings of Government noted in the margin, I have the honour to submit for consideration letter No. 479 dated the 7th instant from the Agent of the Madras Railway Company upon the subject of the mail-train service on the North-West line.

2. It will be remembered that, before October 1874, the up mail train left Madras at 6 p.m., reaching Raichore at 11-30 a.m.

on

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways

Dated 7th May 1875.

Rec'd 8th May 1875.

No. 479.

Superintendence

Re the Extension

of the Railway from the City

Mauraipakam to Raichore.

Reference to the Railway

Service via the Railway

Main Line Service

to the North West

6.28 am 15th

am 15th 5 pm

on the following day; while the down mail train left Paichore at 1-35 p.m., and reached Madras at 6-30 a.m. These arrangements were necessarily suspended in consequence of the disastrous floods during October; and the train service which received the approval of Government on the 28th December 1874 provided for the up mail leaving Madras at 6 a.m., and reaching Gooty at 7 p.m.; leaving the latter station at 6-45 a.m. on the next day, and arriving at Paichore at 11-30 a.m. Provision was also made for the down mail leaving Paichore at 1-35 p.m., and reaching Gooty at 6-0 p.m.; leaving Gooty at 4-0 a.m. the next

next day, and arriving at Madras at 5-5 p.m.

3. The letter which accompanies this was written in reply to a question as to the date when it was proposed that the night service should be resumed, and it will be seen that the Railway Authorities are of opinion that the existing arrangements should remain undisturbed. The reasons given in support of this proposal are that the day mail service is more convenient to the native portion of the travelling community, that it fully meets the requirements of the Post office, and that it can be worked at less cost.

4. To the first of these reasons I do not attach very much importance

importance. In addition to the mail service, there is now, as there always has been, a slower local train service between Madras and Cuddapah; so that, in the event of the night service being resumed, those who dislike to use it would still have the option of making their journeys by day; the only difference being that they would have to halt for the night at Cuddapah instead of at Gooty. For example, the journey between Madras and Bellary would, then, as now, occupy two days.

5. The second of the assigned reasons concerns the postal arrangements solely, and I am not competent to offer an opinion upon the point.

There can however be no doubt that the convenience of the mercantile community, and of the letter-writing portion of the public would be met by a resumption of the night service; and I believe ~~[redacted]~~. I am safe in affirming that the Post Master General would strongly advocate it.

6. There remains the question of economy of working; and on this point there can be no doubt that the resumption of the night service will entail a certain amount of increased charges. When the night service of trains was first introduced upon the North-West line, this question was discussed at considerable length, and a reference to the Proceedings

of

of Government noted in the margin will shew that, in spite of a certain increase in the working expenses, the Government were of opinion that the public had a right to call for the establishment of a night service.

7. After careful consideration of the question, I am of opinion that the night service of trains ought to be resumed as soon as the repairs to the injured bridges have been completed. The favour of early instructions is solicited, in order that the necessary arrangements may be made, both by the Railway and the Postal

No 952 - 22nd March 1869.
2956 - 10th July — "
3138 - 28th September "
1031 - 13th April 1870.

Postal Departments.

I have the honour to be
Sir
Your most obedient servant
V. Mauttenat
Lieut Col R.E.
Consulting Engineer for Ry's.

G.O. 13 Oct/70 Nos 219-220
" 28 July/69 " 588-589
" 10 July/ " " 257-259
" 22 May/ " " 629-631
" 13 July/75 " 306-308
" 4 Oct/ " " 95-96
" 28 Dec/70 " 489-493

P. W. 1875 Dept

RAILWAY DEPARTMENT.

No. 3079.

From

The Consulting Engineer,
for Railways,

To

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

Dated 8 May 1875

Recd. 10 " "

E. 2. D No. 262

Q. No. 1481 & 1728 Dated

Submitting letter from the Agent of the Madras Railway suspending upon the subject of Guard trains on the S. M. Line of Railway

No. 531

Rec'd: 21/5/75. Cir: 14. 5. 75. Ord. 21/5/75
Sent to Secy 11-5-75

Public Works Dep.

Proceedings of the Madras Government

1875

Under date the

Read the following

From,

The Consg. Engineer for Railways } (H.C. No. 262 of 8th May 1875)

G.O. No. 1481 of 28th May 1875

The Hon'ble the Governor in Council observes that the night train service on the North West line was decided upon after full consideration of the advantages and the disadvantages. Unfortunately the floods of last October and the

Con. 3579

if the night service in question be not persisted on the Company. -

I do not think that it is practically required either for traffic or passengers and it would seem that the postal authorities are not dissatisfied with existing arrangements.

The example of the State Railways in other parts of India are in support of restoring Section of the allowing the night service to remain in abeyance

RB

I concur in opinion with the Consg Engr. that the night service should be discontinued as soon as the repairs of the injured bridges have been completed. I x

x do not think that the P.W.D. under Mr. Sheridan's opinion of the satisfactory nature of present arrangements for the night train. I think that the parties on the State Railways afford any strong argument to the question either way of the other. They are very distinct branches in every instance I believe. & the comparative advantages of night & day service can scarcely be tested in this. I think it would be decidedly retrograde measure to abandon the night service - but I am not aware of any urgent necessity for it. until it is feasible and more favorable circumstances formerly existed for it.

P.S. 26-

I think the Civil Chief can furnish papers. GR

Lieut Strange of Rivers has a night-guard which is required on the Great South Arcot Canal but I do not see the necessity

the serious damage occasioned by them necessitated the temporary suspension of this service, but the Govt have in no way altered their opinion as to the importance of running the Mail train to Bombay through without more than a brief stoppage en route, and as soon as the night trains can be resumed without risk, the time table in force prior to the accidents of October should be reverted to, so far as regards the Mail train on the North West Line.

The

2. The Govt hope to learn, at an early date that the night trains may be resumed with safety

C. Engr for Rys
Post Master Genl
Genl Depts

S-C dept 9-6-75

3079

Govt. of [1875] Madras.

PUBLIC WORKS.

To

Duplicate

Letter

Issued

Read. Encl.

a. o. 28th May No. 1481

Nos 534-585

Mail-train service on the N. W. Line of the Madras Railway. — Passing order on the letter of the Agent, reporting upon the subject of ———.

D

[illegible] completed. [illegible]