M.R.O. 1—4,002—16-9-49.

(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. 2732-33 (Rt) Press
B.P. No. Mis.

Dated 21-7 1933.

Not to be folded or roughly handled

No. 497. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 7th September 1875, No. 499 :—

WITH reference to the Order of Government, dated 18th August 1875, No. 2,379, I have the honor to forward a letter* from the Agent and Manager, Madras Railway, with an enclosure from the Traffic Manager, explaining the effect of the proposed increase in the speed of the Mail Train between the Pennair bridge and Raichore.

* No. 927, dated 6th September 1875.

2. The Locomotive Superintendent estimates that with a through speed of 23·7 miles per hour the loads of engines will be limited to 12 vehicles, the present loads being 16 vehicles from Tadputri to Adoni, and 22 vehicles from Adoni to Raichore. Mr. Church estimates that the extra cost involved thereby will be Rupees 1,260 per mensem.

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, 6th September 1875, No. 927.

WITH reference to your letter of the 30th ultimo, No. 941, I have the honor to enclose herewith, for submission to Government, copy of a letter from the Traffic Manager, T $\frac{455}{1,390}$ of this date, in which he explains what will be the effect of the proposed increase of the speed of the Mail Train between the Pennair bridge and Raichore.

2. Mr. Church estimates that the increased train mileage that will be rendered necessary will cost this Company about Rupees 15,128 per annum, and I trust therefore that His Excellency the Governor in Council will be pleased to make another representation to the Government of Bombay in view to their consenting, under the circumstances, to the later departure of the train from Raichore.

3. If, however, His Excellency in Council considers it expedient that this Company should incur the additional outlay shown above, I will, upon receiving authority, arrange for the resumption of night trains on the North-west Line at as early a date as possible.

From H. E. CHURCH, Esq., Traffic Manager, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 6th September 1875, No. T $\frac{455\ A\ \&\ M}{1,390}$

North-west Line Mail Service.

CONSULTING Engineer's letter, No. 941, dated 30th ultimo, and order of Government, No. 2,379, dated 18th idem.

A stoppage of 20 minutes at Raichore is insufficient for the transhipment of mails and passengers and rebooking of the latter, and as the Great Indian Peninsula Company stipulate for 40 minutes in order to ensure, as far as possible, a punctual departure from Raichore, I am unwilling, without reference to that Company, which will occupy time, to make any material alteration.

2. Allowing a stoppage of 35 minutes only at Raichore, 10 minutes at each of the stations of Adoni and Goondacul and 7 minutes at Ghooty, the north mail must be run between the Pennair and Raichore at a speed of not less than 26 miles per hour exclusive of these stoppages, and at the rate of 23·7 miles per hour inclusive of all stoppages.

3. In order to maintain this increased speed, the Acting Locomotive Superintendent informs me that it will be necessary to reduce the load of the mail from Tadputri to Raichore to 12 vehicles in all, the present load being 16 vehicles from Tadputri to Adoni and 22 vehicles

from Adoni to Raichore. This will reduce our hauling power by the Mail Train over the whole distance by 6 vehicles per diem, and will of course necessitate the running of an extra train at least twice a week each way, as the engines must be worked back to their stables. These extra trains will increase our train mileage and therefore cost of working, without any corresponding advantage to the Company, by the following figures:—

2 journeys each week × 245 miles = 490 miles × 52 weeks = 25,480 miles per annum at Annas 9½ per train mile = Rupees 15,128.

No. 498. ORDER THEREON, 21st September 1875, No. 2,732.

RAILWAY, No. 44-E.

ORDERED that a renewed representation be made to the Government of Bombay on the subject.

(Here enter No. 2,733, dated 21st September 1875).

(True Extract.)

(Signed) G. W. WALKER, Major-General, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Austin.
Spare Copies

PUBLIC WORKS DEPARTMENT,
OOTACAMUND, 21*st September* 1875.

No. 499. No. 2,733.

FROM

MAJOR-GENERAL 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. 44-F.

SIR,—I am directed to acknowledge the receipt of your letter, No. 845, dated 27th July 1875, in which it is suggested that if the speed of the Madras Mail Train between the Pennair and Raichore were increased to 23 miles an hour and the stoppage at Raichore reduced from 40 to 20 minutes, it would be unnecessary to defer the departure of the Great Indian Peninsula Mail Train from that station. In reply I am to invite attention to the greater facility that exists for making up the hour of time required in the distance of 324 miles between Raichore and Poona, which is now run over at a rate of 20 miles an hour or less. The distance between Tadputri and Raichore is only 122 miles, and is at present run at a little over 20 miles an hour. To gain one hour in the latter short space involves a speed of 24 miles at a very great increase of cost to an already unremunerative line, while the time may be made up over the longer distance on the Bombay side without attaining a greater speed than 21 miles an hour. A uniform acceleration to 21 miles however throughout from Tadputri to Poona would have the desired effect, and I am to request that the Government of Bombay may be moved to co-operate to that extent.

2. His Excellency the Governor in Council desires that an early reply may be returned, as pending the settlement of the matter the introduction of a night service of trains on the North-west Line of the Madras Railway is being deferred.

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

Major-General, R.E.,
Secretary to Government.

Exd. S. T. Austin.
Spare Copies

SP 3

No. 927

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 6th April 1870.

From

H. B. Main Esqr.

Agent and Manager. M. R. & O.

To

Alfred Wells & Law Limited

Consulting Engineer for Railways.

Sir,

With reference to your letter of the 22nd Ultimo, No. 941, I have the honour to enclose herewith for submission to the Government copy of a letter from the Traffic Manager No. 455/1390 of the 4th instant which he explains what will be the effect of the proposed reduction of the speed of the Mail Trains between the Pennair Bridge and Perambore.

2. Mr. Church estimates that the increased train mileage that will be rendered necessary will cost the Company about Rs. 15,000 per annum and I trust therefore that the Government Council will be pleased to make another representation to the Government of Bombay in order to obtain their consenting under the provisions of the 4th Section of the Land

7!r

Rancheros.

3. If however His Excellency in Council considers it expedient that this Company should receive additional outlay, as herein above, will upon receiving authority accede to the resumption of a right to cut on the South West Line as early a date as possible.

I have the honour to be
Sir,
Your most Obedient Servt
Wm J. Lucas
Agent & Y. Commissioner

D/468/1890

Madras Railway
Office of the Manager & Engineer
Madras 6th September 1875

The Agent and Manager
M. R. Co.

Dear Sir,

I have the honor to forward herewith a Statement showing the Speed of Mail Train between Arkonam and Renigunta on the 30th ultimo, and to request that you will be pleased to move the Government to sanction the Speed of 25 miles per hour being allowed to the Mail Train between the above Stations.

2. The Mail Train leaves Arkonam at 2-35 P.M. and arrives at Renigunta at 7-30 P.M. The distance between the two Stations is 73 miles, which at the rate of 25 miles per hour would be performed in 2 hours 55 minutes, leaving 40 minutes for stoppages.

3. The Mail Train has been running for some time past at the rate of 25 miles per hour between Arkonam and Renigunta, and I am not aware that any accident has occurred to it, or that any complaint has been made by the Public of the Speed.

I have the honor to be
Dear Sir
Your most obedient Servant
[illegible]

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Date 6th September 75

Rec'd 7

No 927

Forwarding copy of a letter from the Agent Manager & the Public dept the proposed increase of the Speed of the Mail Train between the Renigunta Bridge & Arkonam.

No. 5-760 1/75.

9A 21 Letter 1875

Raichore to 12 vehicles in all, the present load being 16 vehicles from Tadpatri to Adoni and 22 vehicles from Adoni to Raichore. This will reduce our hauling power by the Mail Train over the whole distance by 6 vehicles per diem, and will of course necessitate the running of an Extra Train at least twice a week each way, as the Engines must be worked back to their stables. These Extra Trains will increase our Train Mileage and therefore cost of working, without any corresponding advantage to the company, by the following figures.

2 Journies each week × 215 miles = 490 miles × 52 weeks = 25,480 Miles per Annum at annas 9/2 per Train Mile = Rs 15,128.

Yours faithfully

Sdy H. E. Church

Traffic Manager

True Copy

W. H. Church

Agent and Manager

9021 Septr 75

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 499 Madras, 7 Sept 1875

From

LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To

Major Genl:
~~COLONEL~~ G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

With reference to the order of Government dated 18 August, 1875, No. 2379, I have the honour to forward a letter from the Agent and Manager, Madras Railway, with an enclosure from the Traffic Manager, explaining the effect of the proposed increase on the speed of the mail train between the Pennair Bridge and Raichore.

27 9/ 11-1875.

2. The Locomotive Superintendent estimates that with a through speed of 23.7 miles per hour the loads of engines will be

be limited to 12 vehicles, the present loads being 16 vehicles from Sadputri to Adoni and 22 vehicles from Adoni to Raichore. Mr. Church estimates that the extra cost involved thereby will be Rs 1,260 per mensem.

I have the honour to be,

Sir,

Your most Obedt Servant,

Lieut. R.E. Capt.

for Govt Engr for Railways

E.B.

P. W. 1875 Sept.

No. 5763

RAILWAY DEPARTMENT.

From

The Consulting Engineer,
for Railways,

To

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

Dated 7th Sept. 1875

Rec'd 8 Sept. 1875

No. 499

G. 21.

Forms, Recd with
remarks letter given
Opinion herein upon
the effect that proposed
increase in the speed
of the mail train between
the Pennair Bridge
& Ruaichur, would
have upon the working
expenses of the Coy.
GO 21 Sept 75 No 2732.

Orders-18-9-75 Rec'd 21-9-75
Ci-13-9-75 Rec'd 18-9-75
Rule 8-9-75

5818 Ry Dept 75 No 310-311.
5 July 75 - 191
80 — 189-190
28 June 75. 542-543
28 May 75 - 534 - 535

Ry 417

Sadpuktry at 5.16 A.M.
Reaches it.

5763

Dated the 21 September 75
No 27

Cons Engr & Ry.
Bock Bucher Esqr
Public Depth.

No 2732

Public Works Dept

Proceedings of the Bombay Government
Under date the 21 Sept 75
Read the following

From
The Secy to Govt
Railways

Forwarding Report
dated the 9th Sept 75
from the Consr Engr for
Railways

Ordered that a
Copy of the said
Report be forwarded
to the Govt
of India in the Public
Works Dept

(True Extract)
(Sd) H. E. Crawford
Secy to Govt

To
The Secy to the Govt of India
Public Works Dept

Sir,
I am directed to
forward herewith

receipt of your letter
No. 845 dated 27th July
1875 in which it is sug-
gested that if the speed
of the Madras Mail
train between the Pennair
and Raichore were
increased to 23 miles
an hour and the stop-
page at Raichore re-
duced from 40 to 20
minutes, it would be
unnecessary to defer
the departure of the
Great Indian Penin-
sula Mail train
from that Station. In
reply I am to invite
attention to the greater
facility that exists
for making up the

hour of time required
in the distance of 324
miles between Raichore
and Poona, which
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rate of ~~[illegible]~~ [illegible]
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hasty and Raichore
is only 122 miles, and
is at present run at
a little over 20 miles
an hour. To gain
1 hour in the latter
short space would be
a speed of 24 miles
at a very great increase
of cost to an already
unremunerative line,
while the time may
be made up over the
longer

longer distance on the Bombay side without attaining a greater speed than ~~a little over~~ 21 miles an hour - A uniform acceleration to 21 miles however throughout from Jadpatry to Poona would have the desired effect, and I am to request that the Govt. of Bombay may be moved to co-operate to that extent.

His Excellency the Governor in Council desires that an early reply may be returned, as pending the settlement of the matter the

17

the introduction of a night service of trains on the North West line of the Madras Railway is being deferred.

Govt.

M S dep[t] D Govt of Bombay
dated the 21 Sept[r]

24

S C dep[t] -
13-10-75

Cl. 53 Div. 3

Sect. of 1876

PUBLIC WORKS.

To

Mr. Shepherd

Mr. Brunel

Date

Subject

Date

Ans.

Plate No. 2732

2733

Pages 497-498

499

Steel Iron Concrete Retaining Walls Viaduct Bridges and Culverts. Papers & Correspondence relating to the proposed increase in the speed of the Express Trains.

SC 497-99