Enclosures.

MADRAS RAILWAY.

Proposed Mail Train Service between Madras and Raichur.

Stations.	Time. Arrival.	Time. Departure.	Remarks.	Stations.	Time. Arrival.	Time. Departure.	Remarks.
NORTH TRAIN.	h. m.	h. m.		SOUTH TRAIN.	h. m.	h. m.	
Madras	..	18 30		Raichur	..	17 0	
Perambúr	18 40	18 48		Tungabhadra	17 34	17 36	
Avadi	19 9	19 12		Kósgi	17 52	17 59	
Trivellore	19 39	19 44		Adóni	18 35	18 45	
Arkónam	20 18	20 48	Dinner.	Aspari	19 9	19 11	
Tirutani	21 6	21 8		Guntakal Junction ..	19 49	20 19	Dinner.
Putúr	21 55	22 0		Timmancherla ..	20 25	20 30	
Rénigunta	22 36	22 56		Gooty	21 2	21 12	
Kódúr	0 4	0 12		Ráyalcheru	21 41	21 47	
Rájampet	1 0	1 4		Tadpatri	22 17	22 22	
Nandalúr	1 21	1 28		Kondápuram	22 54	23 4	
Vontimitta	1 53	1 56		Muddanúr	23 31	23 33	
Cuddapah	2 34	2 51		Yerraguntla	23 53	0 1	
Kamalápuram ..	3 24	3 31		Kamalápuram ..	0 21	0 28	
Yerraguntla	3 53	3 56		Cuddapah	0 57	1 13	
Muddanúr	4 18	4 20		Vontimitta	1 49	1 54	
Kondápuram	4 51	5 1		Nandalúr	2 14	2 21	
Tadpatri	5 38	5 43		Rájampet	2 36	2 39	
Ráyalcheru	6 17	6 23		Kódúr	3 21	3 29	
Gooty	7 4	7 16	Early tea.	Rénigunta	4 24	4 36	
Timmancherla ..	7 52	7 57		Putúr	5 10	5 14	
Guntakal Junction ..	8 4	8 29		Nagari	5 34	5 36	
Aspari	9 16	9 18		Tirutani	5 54	5 56	
Adóni	9 45	9 55		Arkónam	6 12	6 25	Early tea.
Kósgi	10 34	10 41		Trivellore	6 54	6 59	
Tungabhadra	10 59	11 1		Perambúr	7 38	7 50	
Raichur	11 40	..		Madras	8 0	..	

Madras, 14th June 1890. (Signed) F. H. TREVITHICK, Ag. Agent and Manager. (Signed) L. S. MOSS, Traffic Manager.

Extract from a letter from the Agent and Manager, Madras Railway Company, to the Secretary, Madras Railway Company, No. 1928, dated 23rd April 1890.

Proposal to accelerate the North-West Line Mail Train Service.

4. The General Traffic Manager of the Great Indian Peninsula Railway advises that the difficulty which has hitherto prevented the establishment of the most suitable mail train service between Bombay and Madras, viz., that trains were not allowed to run over the Bhore Ghât at night during the monsoons, has now been overcome, and proposes the following changes in the mail train time-table :—

—		Present.	Proposed.	—		Present.	Proposed.
Bombay ..	Dep.	2-0 P.M.	9-15 P.M.	Madras ..	Dep.	5-0 P.M.	6-30 P.M.
Raichur ..	Arr.	12-0 M.	4-30 P.M.	Raichur ..	Arr.	11-30 A.M.	11-40 A.M.
Do. ..	Dep.	12-45 P.M.	5-0 P.M.	Do. ..	Dep.	12-10 P.M.	12-0 M.
Madras ..	Arr.	6-15 A.M.	8-0 A.M.	Bombay ..	Arr.	10-45 A.M.	7-30 A.M.

—	Duration of journey in hours. Present.	Duration of journey in hours. Proposed.	Running speed miles per hour. Present.	Running speed miles per hour. Proposed.	—	Duration of journey in hours. Present.	Duration of journey in hours. Proposed.	Running speed miles per hour. Present.	Running speed miles per hour. Proposed.
Raichur to Madras ..	17½	15	30	39	Madras to Raichur.	18½	17¼	28	32

N.B.—Running speed means actual speed of train exclusive of stoppages.

The acceleration of speed will necessitate a reduction of maximum load from 17 to 12 or 14 vehicles and in the number of stops at minor stations, to meet which the Traffic Manager proposes :—

I.—To increase the third-class fare by mail train from 2 to 3 pies a mile.
II.—To reduce number of troop vehicles which may be attached to mail trains from 2 to 1.
III.—To limit reserved carriages which may be attached to mail trains to 1.
IV.—To run the present Madras to Cuddapah 7-15 A.M. day passenger train through to Raichur and to connect the corresponding Cuddapah to Madras 6-40 A.M. train with a new train to leave Raichur about 2 P.M.

The proposal is recommended on the ground that the present mail train cannot convey all the third-class passengers who offer, and numbers are frequently left behind at many stations for want of room, and that as the opening next month of the Bellary-Kistna line through from Guntakal to Kistna will add to the third-class traffic, the establishment of another day train between Cuddapah and Raichur will shortly become necessary whether the mail train be accelerated or not.

The increase of fare will maintain the earning power of the mail train notwithstanding the proposed reduction of load.

The mail trains are overloaded on the south-west line as well as on the north-west line, and the sanction of the Board is sought to an enhancement throughout the line of the third-class fare by mail trains from the present rate of 2 pies a mile to 3 pies a mile. In other trains the third-class fare would remain as at present, 1½ pies a mile. The Great Indian Peninsula Company propose to raise their third-class mail train fares from 2 to 3 pies per mile.

Enclosed are copies of a letter from General Traffic Manager, Great Indian Peninsula, to Traffic Manager, Madras Railway, No. 6881, dated 14th March 1890, and from Traffic Manager, Madras Railway, to Acting Agent and Manager, Madras Railway, No. C. $\frac{2638 \text{ A. and M.}}{14613}$, dated 2nd April 1890, on the subject.

Extract from a letter from the Secretary, Madras Railway Company, No. 835, dated London, the 30th May 1890.

Acceleration of Mail Train Service, and increase of Third-class fare thereby.

Para. 15. * * * In reply, I am directed to inform you that, subject to the sanction of Government, the Board authorise you as an experiment to give effect to the above proposals, and they will be glad to receive a special report as to the result after they have been in operation three months. It is noticed that the Great Indian Peninsula Company proposed to make a similar increase in their third-class mail train fares.

From the Officiating Postmaster-General, to the Consulting Engineer for Railways, Madras, dated Madras, 5th July 1890, No. 9665/2824.

I have the honor to acknowledge the receipt of your letter No. 1301 of the 24th ultimo, forwarding for my remarks draft of a time-table for the proposed accelerated mail train service between Madras and Bombay, to come into effect from the 1st October next.

2. In reply, I beg to observe that the intended later departure of the mail train by one hour and a half from Madras will be a decided advantage to the public as admitting of a proportionately later hour for posting of letters, and the additional time gained for preparing and closing the mail will be a convenience to the Post office, but the objectionable feature in the proposals is the hour appointed for the arrival at Madras of the south or up-mail train, viz., 8 A.M.

3. The measure will result in no small amount of inconvenience to the public by compelling a late morning delivery. On this subject the Presidency Postmaster, Madras, remarks as follows :—

" In respect of the proposed arrival of the train, however, at 8 A.M., Madras will suffer, as the first delivery from the General Post Office now issuing at that hour will not be able to issue before 8-45 A.M. at the earliest, and there will of course be a later delivery from all Town Sub-offices. In the latter, the inconvenience is likely to be severely felt by residents living at a

distance and who have to attend business in the town at 10 A.M., as it is not improbable that their mail matter will not reach them until they return in the evening."

Bearing in mind these circumstances, and the difficulty the Post office will find to prevent dissatisfaction, I would urge that an alteration be made for bringing the mail train in earlier. If this can be done, the hour should be fixed not later than 7 A.M., which will enable the Post office with extraordinary effort to maintain the usual delivery time of the mail, but on the other hand it would be best for all considerations if the present hour of arrival of the train could be allowed to remain, and I trust that it will be possible to effect this.

4. I have nothing to add in respect to the other arrangements in the time-table, and now beg to return the accompaniments to your letter under reply.

From the Inspector-General of the Railway Mail Service in India, to the Consulting Engineer for Railways, Madras, dated Calcutta, 16th July 1890, No. 6425/B 13-*a*.

[*Subject.*—Accelerated Train Service between Madras and Bombay.]

In returning, as requested, the original enclosures of your No. 1416 of the 7th July 1890, I have the honor to forward copy of my telegram of yesterday's date to your address, No. 258.

2. On receipt from the Consulting Engineer for Railways, Bombay, of the draft time-bill of the proposed accelerated service, I at once placed my views before the Director-General of the Post Office, and Mr. Kisch, in adopting them, authorises me to say that, if an earlier arrival at Madras is at present impracticable, the time-table prepared by the Agent, Madras Railway, is accepted by the Post Office Department.

3. In asking to be informed of the date of introduction of the new service, I would beg to suggest that the middle of September be fixed for the change as, under orders from Her Majesty's Postmaster-General in London, the outward mail steamer will, commencing from Saturday the 27th September, leave Bombay every week at 2 P.M. in lieu of 5 P.M. as at present. The proposed earlier arrival at Bombay is, you will thus see, a necessity, for otherwise the public over a large part of the south would have been compelled to post their foreign letters twenty-four hours earlier than they now do.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 28th July 1890, No. 1041.

Your letter No. 736 of the 21st instant. The adoption of the proposed alteration in the times of running of the mail trains between Madras and Bombay will not prejudicially affect the passenger traffic over the South Indian Railway.

2. I give below the present times of the through South Indian Railway mail trains, and the times which can be adopted if the alteration above referred to is sanctioned:—

From North to South.

Present times.	Stations.	Proposed times.
4-17	Arkónam ... ... M.R. Arr.	6-12
5-30	Do. ... ... Dep.	6-45
8-20	Chingleput ... ... Arr.	9- 0
6-45	Madras ... ... Dep.	7-15
8-33	Chingleput ... ... Arr.	9- 3
8-53	Do. ... ... Dep.	9-30
12-49	Villupuram ... ... „	13-26
14-35	Cuddalore ... ... „	15-10
18-54	Kumbakónam ... ... „	19-48
20-50	Tanjore ... ... „	21-32
22-45	Trichinopoly ... ... „	23-27
5- 0	Madura ... ... „	5-38
10-30	Tuticorin ... ... Arr.	11- 8

From South to North.

Present times.	Stations.	Proposed times.
14-30	Tuticorin ... ... Dep.	15- 0
20-25	Madura ... ... „	21- 2
2-35	Trichinopoly ... ... „	3-15
4-29	Tanjore ... ... „	5-10
6- 8	Kumbakónam ... ... „	6-50
10-40	Cuddalore ... ... „	11-20
12-35	Villupuram ... ... „	13-12
16-16	Chingleput ... ... Arr.	16-49
16-31	Do. ... ... Dep.	17- 5
18-20	Madras ... ... Arr.	19- 0
16-30	Chingleput ... ... Dep.	17- 5
18-40	Arkónam ... ... S.I.R. Arr.	19-15
19-37	Do. ... ... M.R. Dep.	20-48

3. The Madras Railway south-west train leaves Arkónam at 19-47.

Submitted for the sanction of Government.

2. The Agent and Manager, Madras Railway, submits, for the sanction of Government, a proposal to accelerate the speed of the north-west line mail trains, with the view of establishing a more suitable service between Madras and Bombay.

3. Hitherto all steps in this direction have proved futile in consequence of the prohibition of night running over the Bhore Ghât. This restriction has now been removed, and at the instance of the Great Indian Peninsula Railway the present scheme has been elaborated. The alterations proposed, though mainly to the advantage of Bombay, benefit Madras in the later departure by $7\frac{1}{4}$ hours from Bombay, whereby an earlier delivery by a day of the foreign mails will frequently result. The weak point in the scheme appears to be the later arrival of the train in Madras, which by postponing the postal delivery $2\frac{1}{4}$ hours, may cause inconvenience to residents. As regards the convenience of passengers the new timing of the trains is suitable. Passengers to the north will dine at 8-18 P.M. and have early tea at 7-4 A.M., while travellers to Madras will take these meals at 7-49 P.M. and 6-12 A.M., respectively.

4. The increased speed involved in the new proposals will necessitate the reduction of the train loads from 17 to 14 or 12 vehicles according to the nature of the brake-vans, will reduce the number of attached troop vehicles from 2 to 1, and limit the number of reserved carriages to 1. This reduction of load coupled with the inadequacy of the present third-class accommodation will necessitate the establishment of an additional through service between Madras and Raichur, and the augmentation of the present third-class fare. The extra through trains will be provided by extending the service between Madras and Cuddapah to Raichur. The increase of the third-class mail fare to pies 3 per mile has been suggested irrespective of the present proposals in order to force a portion of the third-class traffic from the mails, and is now imperative in order to maintain the earning power of the mail trains.

5. The Inspector-General of Railway Mail Service accepts the time-table as prepared by the Agent, Madras Railway, on the assumption that an earlier arrival in Madras is at present impracticable. He suggests that the middle of September be fixed for the change, as from 27th September the mail steamers will leave Bombay at 2 P.M. instead of 5 P.M.

6. The Postmaster-General, Madras, objects to the late arrival of the mail train in Madras, giving reasons which he considers will cause dissatisfaction to the public on account of the late delivery of letters, and urges that the hour of arrival, if possible, be at the latest 7 A.M.

7. As the connection at Arkónam with the South Indian Railway will be affected by the proposed mail service, the question has been referred to the Agent, South Indian Railway, who raises no objections, and does not consider that the traffic would be prejudicially affected. The necessary alterations in the South Indian Railway mail service will involve an undesirably late arrival in Trichinopoly of the up-mail, and in Madras of the down-mail. The proposed re-timing of the mail trains on the South Indian Railway is given in the Agent's letter.

8. Sanction is now requested to the general scheme, which has been approved of by the Board of Directors. The approval of the Government of India, which it is suggested should be obtained by wire, will be necessary to the reduction of the number of vehicles for the conveyance of troops and their baggage, from 2 to 1 (*vide* para. 216, Army Regulation, India, vol. X, part. II, Passages Inland).

9. The exact time-table which is not yet definitely settled in detail will be submitted hereafter.

10. The proposal to introduce the 1 to 24 hours system of notation, on the Madras Railway, came into force on the 1st July 1890, and was adopted in the time-tables from that date.

11. Early orders on the subject are solicited, as minor details have to be worked out and arrangements made with the Great Indian Peninsula Railway authorities.

ORDER—dated 11th August 1890, No. 1170 R., Public Works.

The proposals submitted by the Consulting Engineer for Railways for the acceleration of the mail train service on the north-west line of the Madras Railway are generally approved, pending the submission of further details with regard to the preparation of the revised time-table, which, it is assumed, will receive careful consideration in reference to the objection raised by the Postmaster-General to the late arrival of the mail at Madras. The suggestion by the Inspector-General of the Railway Mail Service as to the date from which the proposed changes should take place, viz., the middle of September instead of 1st October next, should also receive attention.

2. The following telegram will be despatched to the Government of India :—

"In view to acceleration of mail train service on north-west line, Madras Railway, certain proposals are made which come into effect middle September or 1st October next. One of these is reduction of number of troop vehicles from 2 to 1 for each train to which sanction by wire is requested."

And a copy of these Proceedings will be forwarded for the information of that Government.

(Here enter No. 1171 R., dated 11th August 1890.)

(True Extract.)

(Signed) T. GRACEY, Lieut.-Colonel, R.E.,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
" Examiner, Guaranteed Railway Accounts.
" Inspector-General, Railway Mail Service in India.
" Postmaster-General, Madras.
" Chairman, Chamber of Commerce, Madras.
" Public Department.
" Revenue "
" Military "
Copy to the Government of Bombay, Public Works Department, for information.

ENDORSEMENT—dated 11th August 1890, No. 1171 R., Public Works.

Forwarded.

(By Order.)

Lieut.-Colonel, R.E.,
Offg. Joint Secy. to Govt., P.W.D.,
Railway Branch.

Exd. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated August, 11th.

Recd.

Encl.

G.O., 11th Aug. 1890, Nos. 1170, 1171 R.

AUGUST.

Acceleration of the Mail Train Service

Forwarding copy of Proceedings approving proposals for the —, north-west line, Madras Railway.

(No. 6468.)

No. 663

5,900—14-11-85.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 19th June 1890

From

The Ag. *Agent and Manager.*

To

The Offg. *Consulting Engineer for Railways.*

SIR,

Proposal for improvement of the Mail Train service between Madras and Bombay

I have the honour to submit for the approval and sanction of Government a proposal made at the instance of the Great Indian Peninsula Railway for improvement and acceleration of the Mail service between Madras and Bombay.

2. The proposal includes:—

I. Alteration of the North West Line timetable

Recd 24/6

II. Increase of IIIrd Class fares by mail train from 2 to 3 pies per mile.

III. Reduction of number of troop vehicles which may be attached to mail trains from 2 to 1.

IV. Limitation of reserved carriages which may be attached to mail trains to 1.

V. Running of the present Madras to Cuddapah 7.15 a.m. day passenger train through to Raichur and Connection of the corresponding Cuddapah to Madras 6.40 a.m. train with a new train to leave Raichur at about 2 p.m.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated

Recd.

No.

188

3)

3. These proposals have been submitted to and approved by the Board of Directors and are fully explained in detail by the enclosed skeleton timetable and printed copy of a letter to the Board of Directors and their reply.

4. The exact figures of the time-table are still under correspondence with the G. I. P. Railway and it is not anticipated that the new service can be introduced before the 1st October this year. An exact timetable will be submitted for the sanction of Government later.

5. It is proposed to introduce at the same time upon the Madras Railway the 1—24 hours notation in the time tables in order to

MADRAS RAILWAY.

From The Agent and Manager,

To

The Consulting Engineer
for Railways.

Dated 188

Rec'd.

No.

(4)

be in uniformity with other adjacent railways.

I have the honour to be
Sir,
Your most Obed.t Servant

W. Moorhead

Ag. Agent & Manager

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 19th June 1890

Recd. 21-6-90

No. 6663

Proposal
for improvement
of the mail train
service between
Madras & Bombay

REGISTER
No. 880
FILE
No.

Vide Letter G.P. to S. Madras
dtd 13th & 14th Inst.

Madras Railway

Proposed Mail Train Service between Madras and Raichur

North Train

Stations	Time Arr.	Time Dep.	Remarks
Madras	–	18 30	
Perambur	18 40	18 48	
Avadi	19 9	19 12	
Trivellore	19 39	19 44	
Arkonam	20 18	20 48	Dinner
Tirutani	21 6	21 8	
Puttur	21 55	22 0	
Renigunta	22 36	22 56	
Kodur	0 4	0 12	
Rajampet	1 0	1 4	
Randalur	1 21	1 28	
Vontimitta	1 53	1 56	
Cuddapah	2 34	2 57	
Kamalapuram	3 24	3 31	
Yerraguntla	3 53	3 56	
Muddanur	4 18	4 20	
Kondapuram	4 57	5 1	
Jadpatri	5 38	5 43	
Rayalcheru	6 17	6 23	
Gooty	7 4	7 16	Early tea
Timmancherla	7 52	7 57	
Guntakal Junction	8 4	8 29	
Aspari	9 16	9 18	
Adoni	9 45	9 55	
Koozi	10 34	10 41	
Tungabhadra	10 59	11 1	
Raichur	11 40	–	

South Train

Stations	Time Arr.	Time Dep.	Remarks
Raichur	–	17 0	
Tungabhadra	17 34	17 36	
Koozi	17 52	17 59	
Adoni	18 35	18 45	
Aspari	19 9	19 11	
Guntakal Junction	19 49	20 19	Dinner
Timmancherla	20 25	20 30	
Gooty	21 2	21 12	
Rayalcheru	21 41	21 47	
Jadpatri	22 17	22 22	
Kondapuram	22 54	23 4	
Muddanur	23 31	23 38	
Yerraguntla	23 53	0 1	
Kamalapuram	0 21	0 28	
Cuddapah	0 57	1 13	
Vontimitta	1 49	1 54	
Randalur	2 14	2 21	
Rajampet	2 36	2 39	
Kodur	3 21	3 29	
Renigunta	4 24	4 36	
Puttur	5 10	5 14	
Nagari	5 34	5 36	
Tirutani	5 54	5 56	
Arkonam	6 12	6 25	Early tea
Trivellore	6 54	6 59	
Perambur	7 38	7 50	
Madras	8 0	–	

Traffic Manager's Office
Madras, 14th June 1890

Actg. Agent & Manager.

Traffic Manager.

Extract from a letter from the Agent & Manager to the Secretary No. 1928 dated 23rd April 1890

Proposal to accelerate the N. W. line mail train service.

4. The General Traffic Manager of the G. I. P. Railway advises that the difficulty which has hitherto prevented the establishment of the most suitable mail train service between Bombay and Madras, viz., that trains were not allowed to run over the Bhore Ghaut at night during the monsoons, has now been overcome and proposes the following changes in the mail train time table.

—	Present.	Proposed.	—	Present.	Proposed.
Bombay Dep....	2-0 P. M.	9-15 P. M.	Madras Dep....	5-0 P. M.	6-30 P. M.
Raichur Arr....	12-0 M.	4-30 P. M.	Raichur Arr....	11-30 A. M.	11-40 A. M.
Do. Dep....	12-45 P. M.	5-0 P. M.	Do. Dep....	12-10 P. M.	12-0 M.
Madras Arr....	6-15 A. M.	8-0 A. M.	Bombay Arr....	10-45 A. M.	7-30 A. M.

—	Duration of journey in hours.		Running speed miles per hour.		—	Duration of journey in hours.		Running speed miles per hour.	
	Present.	Proposed.	Present.	Proposed.		Present.	Proposed.	Present.	Proposed.
Raichur to Madras.	17½	15	30	39	Madras to Raichur.	18½	17¼	28	32

N. B.—Running speed means actual speed of train exclusive of stoppages.

The acceleration of speed will necessitate a reduction of maximum load from 17 to 12 or 14 vehicles and in the number of stops at minor stations, to meet which the Traffic Manager proposes :—

I. To increase the IIIrd class fare by mail train from 2 to 3 pies a mile.

II. To reduce number of troop vehicles which may be attached to mail trains from 2 to 1.

III. To limit reserved carriages which may be attached to mail trains to 1.

IV. To run the present Madras to Cuddapah 7-15 A. M. day passenger train through to Raichur and to connect the corresponding Cuddapah to Madras 6-40 A. M. train with a new train to leave Raichur about 2 P. M.

The proposal is recommended on the ground that the present mail train cannot convey all the IIIrd class passengers who offer, and numbers are frequently left behind at many stations for want of room, and that as the opening next month of the Bellary Kistna line through from Guntakal to Kistna will add to the IIIrd class traffic, the establishment of another day train between Cuddapah and Raichur will shortly become necessary whether the mail train be accelerated or not.

The increase of fare will maintain the earning power of the mail train notwithstanding the proposed reduction of load.

The mail trains are overloaded on the S. W. line as well as on the N. W. line, and the sanction of the Board is sought to an enhancement throughout the line of the IIIrd class fare by mail trains from the present rate of 2 pies a mile to 3 pies a mile. In other trains the IIIrd class fare would remain as at present, 1½ pies a mile. The G. I. P. Company propose to raise their IIIrd class mail train fares from 2 to 3 pies per mile.

Enclosed are copies of a letter from General Traffic Manager, G. I. P. to Traffic Manager, M. R., No. 6881, dated 14th March, 1890, and from Traffic Manager, M. R., to Acting Agent and Manager, M. R., No. C. $\frac{2638 \text{ A. \& M.}}{14613}$, dated 2nd April, 1890, on the subject.

No 880
2

Pw Encs
7238/90

Extract from a letter from the Secretary Madras Railway Company No. 835 dated London the 30th May 1890.

Acceleration of mail train service, and increase of 3d. class fare thereby.

Para: 15. × × × In reply, I am directed to inform you that, subject to the sanction of Government, the Board authorise you as an experiment to give effect to the above proposals, and they will be glad to receive a special report as to the result after they have been in operation three months. It is noticed that the Great Indian Peninsula Company proposed to make a similar increase in their 3rd. class mail train fares.

(True Extract)

Jos Cuisholm
Actg. Agent & Manager.

Please quote this No. 9885
in your reply 2824

OFFICE OF THE POSTMASTER GENERAL,
MADRAS CIRCLE,
Madras dated 5 July 1890.

From

C. A. STUART, Esq.,

Offg. Postmaster General, Madras,

To

The Consulting Engineer for Railways
Madras.

Sir,

I have the honor to acknowledge the receipt of your letter No. 1301 of the 24th ultimo, forwarding for my remarks draft of a Time Table for the proposed accelerated Mail Train Service between Madras and Bombay, to come into effect from the 1st October next.

2. In reply I beg to observe that the intended later departure of the Mail Train by one hour and a half from Madras will be a decided advantage to the public as admitting of a proportionately later hour for posting of letters, and the additional time gained for preparing and closing

the mail will be a convenience to the Post office, but the objectionable feature in the proposals is the hour appointed for the arrival at Madras of the South or Up-mail train, viz 8 A.M.

3. The measure will result in no small amount of inconvenience to the public, by compelling a late morning delivery. On this subject, the Presidency Postmaster, Madras, remarks as follows:

"In respect of the proposed "arrival of the train, however, at "8 A.M., Madras will suffer, as the "first delivery from the General "Post office now issuing at that hour "will not be able to issue before "8.45 A.M. at the earliest and there "will of course be a later delivery "from all Town Sub offices. In the "latter, the inconvenience is "likely to be severely felt by residents "living at a distance and who have "to attend business in the town at "10 A.M., as it is not improbable "that their mail matter will not "reach them until they return in "the Evening".

Bearing in mind these circumstances, and the difficulty the Post office will find to prevent dissatisfaction, I would urge that an alteration be made for bringing the mail train in Earlier. If this can be done, the hour should be fixed not later than 7 A.M., which will enable the Post office with extraordinary effort to maintain the usual delivery time of the mail, but on the other

REGISTER
No. 481
FILE
No.

hand it would be best for all considerations if the present hour of arrival of the train could be allowed to remain, and I trust that it will be possible to effect this.

4. I have nothing to add in respect to the other arrangements in the Time Table, and now beg to return the accompaniments to your letter under reply.

I have the honor to be

Sir,

Your most obedient Servant.

Offg Postmaster General

Letter to Inspector General
R. M. Service No. 1416 & 7-7-90

PW Vol 3 7238/90

REGISTER
Accts
21/7/1890
No.

Urgent.

Railway Mail Service.

Telegraphic address: MAILS.

In any future correspondence relating to this subject, please quote the No. and date of this letter, and address the reply to—
THE INSPECTOR-GENERAL,
RAILWAY MAIL SERVICE,
CALCUTTA.

FROM

THE INSPECTOR-GENERAL
OF THE RAILWAY MAIL SERVICE IN INDIA,

TO The Consulting Engineer
for Railways
Madras

No. 6425 B-13a, dated Calcutta, the 16th July 1890.

SUBJECT.

Accelerated train service between Madras and Bombay.

(6 Enclosures.)

SIR,

In returning as requested the original enclosures of your No. 1416 of the 7th July 1890 I have the honour to forward copy of my telegram of yesterday's date to your address - No 258.

2. On receipt from the Consulting Engineer for Railways, Bombay, of the draft time bill of the proposed accelerated service, I at once placed my views before the Director-General of the Post office, and Mr. Kisch, in adopting them, authorises me to say that, if an earlier arrival at Madras is at present impracticable, the time table prepared by the Agent, Madras Railway,

is

is accepted by the Post office department.

3. In asking to be informed of the date of introduction of the new service, I would beg to suggest, that the middle of September be fixed for the change as under orders from Her Majesty's Postmaster Gnrsal in London, the outward mail steams will, commencing from Saturday the 27th September, leave Bombay every week at 2 p.m. in lieu of 5 p.m. as at present. The proposed earlier arrival at Bombay is, you will thus see, a necessity, for otherwise the public over a large part of the South would have been compelled to post their foreign letters twenty-four hours earlier than they now do.

P/O Enc 2/72 38/9

I have the honour to be,

Sir,

Your most obedient Servant,

A Brenilan

Inspector Gnrsals.

HS.

Copy.

No 1041

South Indian Railway,

AGENT'S OFFICE,

TRICHINOPOLY, 28th July 1890.

From

The AGENT,

SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.

Sir,

Your letter No 736 of the 21st instant. The adoption of the proposed alteration in the times of running of the mail trains between Madras and Bombay will not prejudicially affect the passenger traffic over the South Indian Railway.

I give below the present times of the through South Indian Railway mail trains, and the times which can be adopted if the alteration above referred to is sanctioned.

From North to South.

Present times.	Stations.		Proposed times.
4.17	Arkonam	M.R. Arr	6.12
5.30	do	Dept	6-45
8.20	Chingleput	Arr	9.0
6.45	Madras	Dept	7-15
8.33	Chingleput	Arr	9.3
8.53	do	Dept.	9.30
12.49	Villupuram	"	13.26
14.35	Cuddalore	"	15-10

Tamukkonam

18. 57	Kumbakonam	Dept.	19. 48
20. 50	Tanjore	"	21. 32
22. 45	Trichinopoly	"	23. 27
5. 0.	Madura	"	5. 38
10, 00	Tuticorin	Arr.	11. 8.

From South to North.

Present times.	Stations.		Proposed times.
14. 30.	Tuticorin	Dept.	15. 0.
20. 25.	Madura	"	21. 2.
2. 35	Trichinopoly	"	3. 15
4. 29	Tanjore	"	5. 10
6. 8	Kumbakonam	"	6. 50.
10. 40	Cuddalore	"	11. 20
12. 35	Villupuram	"	13. 12
16. 16	Chingleput	Arr	16. 49
16. 31	—Do—	Dept.	17. 5
18. 20	Madras	Arr	19. 0
17. 45	Chingleput	Dept.	17. 5
18. 40	Arkonam	S. I. R. Arr	19. 15
19. 37	—Do—	Mad. R. Dept	20. 48.

The Madras Railway South west train leaves Arkonam at 19. 47.

I am, Sir,
Your most obedient Servant,
William Roberts.
Agent.

To
The Consulting Engineer for Railways,
Madras.

From
The Agent,
South Indian Railway,
Trichinopoly.

Dated 28th July 1890
Received 29th July 1890
No. 1041
Enclosure.

PW Incl 7230/90

Form No. 1.

Public Works Department.

Office of Consulting Engineer for Railways,
Madras, 31st July 1890.

Letter from the Agent and Manager Madras Railway No. 6448/663 dated 19th June 1890 with two enclosures.
Letter from the Post Master General Madras No. 9665/2824 dated 5th July 1890.
Do —— the Inspector General of Railway, Railway Mail Service in India, No. 6425 dated 16th July 1890.
Do —— Agent, South Indian Railway No. 1041, dated 28th July 1890.

No. 529

Submitted for the Sanction of —— Government.

Subject.—

2. The Agent and Manager, Madras Railway submits for the sanction of Government, a proposal to accelerate the speed of the North-West Line mail trains, with the view of establishing a more suitable service between Madras and Bombay.

3. Hitherto all steps in this direction have proved futile in consequence of the prohibition of night running over the Bhore Ghaut. This restriction has now been removed, and at the instance

instance of the Great Indian Peninsula Railway the present scheme has been elaborated. The alterations proposed, though mainly to the advantage of Bombay, benefit Madras in the later departure by 7¼ hours from Bombay, whereby an earlier delivery by a day of the foreign mails will frequently result. The weak point in the scheme appears to be the later arrival of the trains in Madras, which by post-poning the postal delivery 2¼ hours, may cause inconvenience to residents. As regards the convenience of passengers the new timing of the trains is suitable. Passengers to the North will dine at 8-18 P.M. and have early tea at 7-4 A.M. while travellers to Madras will take these meals at 7-49 P.M. and 6-12 A.M. respectively.

4. The increased speed involved in the new proposals will necessitate the

the reduction of the train loads from 17 to 14 or 12 vehicles according to the nature of the brakevans, will reduce the number of attached troop vehicles from 2 to 1, and limit the number of reserved carriages to 1. This reduction of load coupled with the inadequacy of the present third class accommodation will necessitate the establishment of an additional through Service between Madras and Raichur, and the augmentation of the present 3rd/o class fare. The extra through trains will be provided by extending the Service between Madras and Cuddapah to Raichur. The increase of the 3rd/o class mail fare to Rs 3 per mile has been suggested irrespective of the present proposals in order to force a portion of the 3rd/o class traffic from the mails, and is now imperative in

in order to maintain the earning power of the mail trains.

5. The Inspector-General of Railway Mail Service accepts the time table as prepared by the Agent, Madras Railway, on the assumption that an earlier arrival in Madras is at present impracticable. He suggests that the middle of September be fixed for the change, as from 27th September the mail steamers will leave Bombay at 2 p.m. instead of 5 p.m.

6. The Postmaster General Madras objects to the late arrival of the mail train in Madras, giving reasons which he considers will cause dissatisfaction to the public on account of the late delivery of letters, and urges that the hour of arrival if possible be at the latest 7 a.m.

7. As the connection at Erkonam with the South Indian Railway will be affected by the proposed mail Service, the question has been referred to the Agent, South Indian Railway, who raises no objections, and does not consider that the traffic would be prejudicially affected. The necessary alterations in the South Indian Railway mail Service will involve an undesirably late arrival in Trichinopoly of the up mail, and in Madras of the down mail. The proposed retiming of the mail trains on the South Indian Railway is given in the Agent's letter.

8. Sanction is now requested to the general scheme, which has been approved of by the Board of Directors. The approval of the Government of India, which it is suggested should be

obtained

obtained by mine, will be necessary to the reduction of the number of vehicles for the conveyance of Troops and their baggage, from 2 to 1. (vide para 216 Army Regulations India Vol: X part II Passages Inland);

9. The exact time-table which is not yet definitely settled in detail will be submitted hereafter.

10. The proposal to introduce the 1 to 24 hours system of notation, on the Madras Railway came into force on the 1st July 1890 and was adopted in the time-tables from that date.

11. Early orders on the subject are solicited, as minor details have to be worked out, and arrangements made with the Great Indian Peninsula Railway authorities.

Sidney Smith
Major R.E.
for offg: Coy: Engrs: for Engr:

Form No. 3.

P.W. Cir. 7238

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS,

No. 529

Dated 31st July 1890.

Received 1/8/90

No. of Enclosures.

Subject.

Submitting for sanction proposal from the Agent and Manager, Madras Railway to accelerate the speed of mail trains between Madras and Bombay

R

A

No. 1170 R.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 11th August 1890.

READ the following

Endorsement from the Consulting Engineer for Rys } No. No. 529 dated 31st July 1890

The proposals submitted by the Consulting Engineer for Railways for the acceleration of the mail train service on the North West Line of the Madras Railway are generally approved, pending the submission of further details with regard to the preparation of the proposed time-table, which, it is assumed, will receive careful consideration in reference to the objection raised by the Postmaster General to the late arrival of the Mail at Madras. The suggestion by

AS 11/8/90

Fo by the Inspector General of the Railway mail service as to the date from which the proposed changes should take place, viz the middle of September instead of 1st October next should also receive attention..

2. The following telegram will be despatched to the Govt. of India..

"In view to acceleration of mail train service on North West Line Madras Railway certain proposals are made which come into effect middle September or first October next & One of these is reduction of number of troop vehicles from 2 to 1 for each train to which sanction by wire is requested."

And a copy of these Proc. will be forwarded for the information

Telegram despd 11-8-90

information of that Govt.

H.E. No 1171 R dy 11th Augt 1890

Forwarded

For

For Secy. to Govt. of India

Mw 9.8.90 9/8/90

Secretary to the Government of India

Despd 15/8/90

To The Comg Engrs Bombay
- Exo G. Rlys
- Inspector Genl. Railways
- Postmaster General Madras
- Chairman Chamber of Commerce Madras
- Public Deptt.
- Revenue Deptt.
- Military Deptt.

Copy to the Govt. of Bombay P. & R. for information

Despd 15/8/90

URGENT.

Urgent

A

No. 1170-71 R 3 11th August 80

O.S. 7/8

Hm. 9/8-

7238,

Govt. of 18 } Madras.

PUBLIC WORKS.

Dated

Rcvd. 2/30 Nov 13/8,

G.O., 11th August 1890, No. 1170. IR.

Acceptance of the
Mail Train Service

The proposals for the
— on the North West
Line of the Madras Railway
are hereby accepted subject to remarks.

Do. do. do.

Forty Copies of Despr:
approving proposals
for the — N. W. Line,
to Rys. —

150/10 1/2

Exd 13/8 1/2 9M 8
13/8