

1. Number of pages 1-1
2. Date of receipt 18-10-19
3. Initial of Reference

M.R.O. 1-30,000-16-10-19

MADRAS RECORD OFFICE.

Government of Madras.

Public DEPARTMENT

G.O. No.	437	Press Mis.
Dated	6-4-19	1869

Not to be folded or roughly handled

9/12/24

Proceedings of the Madras Government, Public Department,
6th April 1869.

No. 61. Read the following Proceedings of Government in the Public Works Department, dated 22nd March 1869, No. 952.

Orders issued for early measures being }
adopted for establishing a night service } (Vide Proceedings, Public Works Depart-
of trains on the North-West Line of } ment, dated 22nd March 1869, Nos.
the Madras Railway in the manner } 629—631).
indicated. }

No. 62. ORDER THEREON, 6th April 1869, No. 437.
Communicated to the Postmaster General.

(True Extract).

(Signed) R. S. ELLIS,
Chief Secretary.

To the Postmaster General.

Read the following papers :—

No. 629. From the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 10th February 1869, No. 43.

1. At the request of the Postmaster General, I have the honour to submit, for the consideration of Government, a letter* from him on the subject of the proposed change in the mail route between Madras and Bombay. Colonel Pears encloses an extract from a letter† from

the Director General of the Post Office, urging the adoption of the Tadputtry and Sholapore route instead of that by Bangalore and Poona, by which the mails now travel, and recommending an alteration in the train service, so that the through train shall leave Madras for Tadputtry in the evening instead of in the morning, and shall arrive in Madras in the morning instead of in the evening. The Director General points out that this change will enable the mails to be carried between Madras and Bombay in three and a half days, and the Postmaster General says that he hopes it may be carried into effect from the 1st April next.

2. Before laying the proposal before Government, I thought it advisable to refer it for the opinion of the Agent of the Madras Railway. In doing so, I observed that Mr. Elwin would probably agree with me that it is not advisable to make such a fundamental change in the train service as would be involved by giving up the trains which now leave Madras and Tadputtry respectively at 6.30 and 6 A. M., and by substituting in lieu of them trains to leave those places in the evening. I further observed that the time seemed to have arrived when the question of running night trains on the North-West Line, in addition to the day trains, may fairly be discussed; that the returns of extra and special trains showed that the traffic on that line had already outgrown the regular train service; and that the opening of the line at Ghooty, which may be soon expected to take place, will probably render it advisable to expand the present arrangements. With this view, I suggested for the Agent's consideration some such arrangement as the following :—

(1.) That in lieu of the up-trains, which now leave Madras at 2-15 P. M., and Cuddapah at 6-45 A. M., a train should leave Madras about 6-30 P. M., arriving at Cuddapah about 5-30 A. M., at Tadputtry about 9 A. M., and at Ghooty (when the line is opened) about 10-30 A. M.

(2.) That in lieu of the down trains which now leave Tadputtry at 1-30 P. M., and Tripetty at 6 A. M., a train should leave Tadputtry about 5-30 P. M., arriving at Cuddapah about 9 P. M., and at Madras about 8 A. M. When the line is opened to Ghooty, that this train should leave Ghooty about 4 P. M.

† No. 42, dated 5th February 1869.

3. The Agent's reply,† forwarding a report on the subject from the Traffic Manager, I have now the honour to enclose.

4. It will be observed that Mr. Church objects to the Director General's proposition, on the ground that it would not only involve increased expenditure, but would also annihilate one-half of the third class passenger traffic on the North-West Line.

Govt. of Madras

PUBLIC.

To

THE POSTMASTER GENERAL.

Dated April, 6th.

Recd.

Encl.

G. O., 6th April 1869, No. 437.

APRIL.

Nos. 61-62.

Communicating Proceedings of Government Public Works Department, passing orders for measures being adopted for establishing a service of trains on the North-West Line of Madras Railway in the manner indicated.

5. To the changes suggested by me Mr. Church also objects. He points out that they would involve increased mileage, increased expenditure for night service, and would certainly damage to some extent the Company's local passenger traffic. Mr. Church does not think that the local day trains, between Arconum and Tripetty, could be discontinued without causing serious loss to the Company; and he thinks that the proposed night train would involve an increase of at least 25,000 train miles between Arconum and Cuddapah, in addition to the cost of the night service, which he estimates at Rupees 6,000 per mensem. He observes, that if the existing traffic on the North-West Line were increased by 50 per cent., it could still be easily conducted by a day service of trains; and he deprecates the increase of expenditure which would be entailed on the Company by the establishment of a night service to suit the convenience of the Post Office.

6. Mr. Church further observes, that on the opening of the line to Ghooty the through passenger train will leave Madras at 6 A. M., arriving at Ghooty at 8-30 P. M., and that the mail, which leaves Madras on (say) Tuesday at 6 A. M., will reach Bombay on Saturday at 5-40 A. M., performing the journey within ninety-six hours.

7. I think Mr. Church is mistaken in saying that the passenger traffic would suffer by the discontinuance of the local train between Madras and Tripetty, which leave those places at 2-15 P. M. and 6 A. M. respectively. So far as the up-traffic is concerned, the first and second class passengers would of course be provided for by the proposed night trains; and if the goods train, which now leaves Arconum at 7-30 A. M., were delayed till 12-30 P. M., and were to carry third class carriages in connection with the 9-10 A. M. train from Madras on the South-West Line, the third class would be fully provided for. As regards the down-traffic, the discontinuance of the 6 A. M. train from Tripetty would still leave two trains daily for passengers of every class over the whole of the North-West Line. By the discontinuance of these two trains the extra mileage, which the introduction of through night trains would entail, would be reduced from 25,000 in the half-year, as estimated by the Traffic Manager, to about 17,000.

8. The alterations which I have suggested in the train service have been entered in the accompanying copy of the Railway Guide, where they will be found at pages 13 and 15.

9. The opening of the line to Ghooty is expected within the next three or four months, and the introduction of night trains would then enable the mails to be carried as follows:—

From Madras to Bombay.

Leave Madras about	6-30 P. M. on (say) Tuesday.	
Reach Ghooty about	10-15 A. M.	Wednesday.
Reach the Kistna, 100 miles, at 7 miles an hour = 14½ hours.	12-35 A. M.	Thursday.
Reach Sholapore, 150 miles, at 4½ miles an hour = 32 hours.	8-35 A. M.	Friday.

Leave Sholapore	12-15 P. M. Friday.
Reach Bombay	5-40 A. M. Saturday.

From Bombay to Madras.

Leave Bombay	10-0 P. M. on (say) Saturday.
Reach Sholapore	2-20 P. M. Sunday.
Reach Kistna as before, 32 hours.	10-20 P. M. Monday.
Reach Ghooty as before, 14½ hours.	12-40 P. M. Tuesday.
Leave Ghooty about	4-0 P. M. Tuesday.
Reach Madras	7-30 A. M. Wednesday.

10. The journey in each direction would thus be performed within eighty-three and a half hours; the saving in time by the introduction of night trains being a little more than twelve hours. The virtual gain in time would, however, be much more; for, according to the arrangements proposed by the Railway authorities, letters written in Madras on (say) Monday would not reach Bombay until the morning of Saturday; whereas the introduction of night trains would allow letters posted at Madras before 6 P. M. on Monday, to be delivered in Bombay on the morning of Friday, effecting a clear and certain gain of twenty-four hours.

11. For obvious reasons, in the interests of society and of commerce, it has universally been found expedient to despatch the principal mails from all large cities in the evening, after the correspondence of the day may be supposed to be closed. I understand that the authorities of the Madras Railway will be prepared to recommend the introduction of a night service of trains upon their North-West Line when the Railway shall be opened throughout to Bombay. As it is, however, far from probable that this event will take place before the year 1873, the continuance of the present arrangements will doom Madras, for at least four years, to the certain loss of one day upon all correspondence to and from Bombay and Europe; and will place Madras in this respect at considerable disadvantage with the rest of India.

12. The subject is one in which the comfort and convenience of Southern India is intimately connected, and the Government will probably be of opinion that the proposal to introduce a night service of trains upon the North-West Line should not be summarily rejected, simply because it will entail a somewhat increased expenditure. Clause 8 of the Contract provides that the Company "shall cause to be run on the said railway so many trains, and at such rates of speed, and "between such places, and with such conveniences and accommodation as the East India Company shall from time to time require." It is doubtless within the recollection of the Government that, when the question of running night trains on the South-West Line was raised eight

* In Despatch of 9th August 1861, No. 23.
Vide G. O., 13th September 1861, No. 660.

years ago, the Secretary of State* gave it as his opinion that "unless it can be

"clearly shown that the night trains can be worked without loss, the proposition "should not be pressed upon the Railway authorities." As within nine months of that time a night service of trains was introduced on the South-West Line at the instance of the Railway authorities, and as it has ever since been continued, it may be presumed that it has not been worked at so great a loss as was anticipated by the Agent.†

† In letter No. 362, 16th April 1861.
Vide G. O., 11th May 1861, No. 672.

5. To the changes suggested by me Mr. Church also objects. He points out that they would involve increased mileage, increased expenditure for night service, and would certainly damage to some extent the Company's local passenger traffic. Mr. Church does not think that the local day trains, between Arconum and Tripetty, could be discontinued without causing serious loss to the Company; and he thinks that the proposed night train would involve an increase of at least 25,000 train miles between Arconum and Cuddapah, in addition to the cost of the night service, which he estimates at Rupees 6,000 per mensem. He observes, that if the existing traffic on the North-West Line were increased by 50 per cent., it could still be easily conducted by a day service of trains; and he deprecates the increase of expenditure which would be entailed on the Company by the establishment of a night service to suit the convenience of the Post Office.

6. Mr. Church further observes, that on the opening of the line to Ghooty the through passenger train will leave Madras at 6 A. M., arriving at Ghooty at 8-30 P. M., and that the mail, which leaves Madras on (say) Tuesday at 6 A. M., will reach Bombay on Saturday at 5-40 A. M., performing the journey within ninety-six hours.

7. I think Mr. Church is mistaken in saying that the passenger traffic would suffer by the discontinuance of the local train between Madras and Tripetty, which leave those places at 2-15 P. M. and 6 A. M. respectively. So far as the up-traffic is concerned, the first and second class passengers would of course be provided for by the proposed night trains; and if the goods train, which now leaves Arconum at 7-30 A. M., were delayed till 12-30 P. M., and were to carry third class carriages in connection with the 9-10 A. M. train from Madras on the South-West Line, the third class would be fully provided for. As regards the down-traffic, the discontinuance of the 6 A. M. train from Tripetty would still leave two trains daily for passengers of every class over the whole of the North-West Line. By the discontinuance of these two trains the extra mileage, which the introduction of through night trains would entail, would be reduced from 25,000 in the half-year, as estimated by the Traffic Manager, to about 17,000.

8. The alterations which I have suggested in the train service have been entered in the accompanying copy of the Railway Guide, where they will be found at pages 13 and 15.

9. The opening of the line to Ghooty is expected within the next three or four months, and the introduction of night trains would then enable the mails to be carried as follows:—

From Madras to Bombay.

Leave Madras about	6-30 P. M. on (say) Tuesday.	
Reach Ghooty about	10-15 A. M.	Wednesday.
Reach the Kistna, 100 miles, at 7 miles an hour = 14½ hours.	12-35 A. M.	Thursday.
Reach Sholapore, 150 miles, at 4½ miles an hour = 32 hours.	8-35 A. M.	Friday.

Leave Sholapore	12-15 P. M. Friday.
Reach Bombay	5-40 A. M. Saturday.

From Bombay to Madras.

Leave Bombay	10-0 P. M. on (say) Saturday.
Reach Sholapore	2-20 P. M. Sunday.
Reach Kistna as before, 32 hours.	10-20 P. M. Monday.
Reach Ghooty as before, 14½ hours.	12-40 P. M. Tuesday.
Leave Ghooty about	4-0 P. M. Tuesday.
Reach Madras	7-30 A. M. Wednesday.

10. The journey in each direction would thus be performed within eighty-three and a half hours; the saving in time by the introduction of night trains being a little more than twelve hours. The virtual gain in time would, however, be much more; for, according to the arrangements proposed by the Railway authorities, letters written in Madras on (say) Monday would not reach Bombay until the morning of Saturday; whereas the introduction of night trains would allow letters posted at Madras before 6 P. M. on Monday, to be delivered in Bombay on the morning of Friday, effecting a clear and certain gain of twenty-four hours.

11. For obvious reasons, in the interests of society and of commerce, it has universally been found expedient to despatch the principal mails from all large cities in the evening, after the correspondence of the day may be supposed to be closed. I understand that the authorities of the Madras Railway will be prepared to recommend the introduction of a night service of trains upon their North-West Line when the Railway shall be opened throughout to Bombay. As it is, however, far from probable that this event will take place before the year 1873, the continuance of the present arrangements will doom Madras, for at least four years, to the certain loss of one day upon all correspondence to and from Bombay and Europe; and will place Madras in this respect at considerable disadvantage with the rest of India.

12. The subject is one in which the comfort and convenience of Southern India is intimately connected, and the Government will probably be of opinion that the proposal to introduce a night service of trains upon the North-West Line should not be summarily rejected, simply because it will entail a somewhat increased expenditure. Clause 8 of the Contract provides that the Company "shall cause to be run on the said railway so many trains, and at such rates of speed, and between such places, and with such conveniences and accommodation as the East India Company shall from time to time require." It is doubtless within the recollection of the Government that, when the question of running night trains on the South-West Line was raised eight years ago, the Secretary of State* gave it as his opinion that "unless it can be

* In Despatch of 9th August 1861, No. 23.
Vide G. O., 13th September 1861, No. 660.

"clearly shown that the night trains can be worked without loss, the proposition should not be pressed upon the Railway authorities." As within nine months of that time a night service of trains was introduced on the South-West Line at the instance of the Railway authorities, and as it has ever since been continued, it may be presumed that it has not been

† In letter No. 362, 16th April 1861.
Vide G. O., 11th May 1861, No. 672.

worked at so great a loss as was anticipated by the Agent.†

13. In the present case, while the objects to be gained by the establishment of a night service on the North-West Line are of far greater importance than those which were urged in 1861, I cannot but come to the conclusion that the Railway authorities have unintentionally magnified the probable expense. In the above quoted letter, the Agent estimated the cost of a night service between Madras and Salem at Rupees 1,600 per mensem, and it is difficult to imagine why the cost of a similar establishment between Arcunum and Cuddapah, a distance of only 120 miles, should amount to Rupees 6,000 per mensem, 375 per cent. in excess of the former sum.

14. My firm impression is that if a night service of trains were to be now introduced upon the North-West Line, the results would be similar to those which have attended it on the South-West Line during the last seven years, and that the loss anticipated by the Railway authorities would in like manner soon disappear. Under the circumstances, I cannot bring myself to think that to require the Company, in the interests of the State and of the public, to run night trains on their North-West Line would be making an extreme use of the power which Clause 8 of the Contract confers upon the Government.

15. As the Postal authorities are anxious to carry out the proposed change in the mail route within the next two months, I request the favour of early instructions.

From the Postmaster General, Madras, to the Consulting Engineer for Railways, dated Madras, 15th December 1868, No. 3874/1733.

1. I have the honour to submit, for the consideration of the Madras Government, an extract from a letter from the Director General of the Post Office, dated 14th ultimo, relating to the proposed change of the mail route between Madras and Bombay to the Tadputty and Sholapore line.
2. The Director General approves of the change, which I hope to be able to carry into effect on the 1st of April next.

Extract from a letter from the Director General of Post Office of India, to the Postmaster General, Madras, No. 3,097, dated 14th November 1868.

* I believe that rails have already been laid between Sholapore and Boru bridge (about thirty-five miles), and perhaps it might be possible on this portion to substitute trollies for runners.

Para. 8. To my mind the best way is to organize a really efficient and well paid runner line* between Sholapore and the Kistna, and a mail cart line between the Kistna and Tadputty. If the Madras Government will alter the Madras Railway Trains, so as to leave Madras in the evening and arrive at Madras in the morning, the results of my proposal will be as follows:—

From Madras to Bombay.		H.	M.
Train leaves Madras at (say)	...	20	8 on (say) Tuesday.
Arrives at Tadputty	...	9	15 on Wednesday.
Mail Cart from Tadputty to the Kistna, 131 miles, at (say) seven miles an hour including detentions = 19 hours, thus bringing the mails to the Kistna by			
	...	4	15 on Thursday.
Runners from the Kistna to Sholapore, 150 miles, at (say) 4½ miles an hour including detentions = 32 hours, thus bringing the mails to Sholapore by			
	...	12	15 on Friday.
† According to a new Time Table recently drawn out by the Great Indian Peninsula Railway.	Train leaves† Sholapore	...	12 15 on do.
	Arrives at Bombay	...	5 40 on Saturday.

The whole time of transit will thus be three and a half days, that is, from the evening of Tuesday to the morning of Saturday, the arrival at Bombay being in ample time for an early morning delivery, or for despatch by the Mail Steamer of Saturday. In the above estimate, I have purposely assumed very moderate rates of travelling, both by mail cart and runners, so as to leave such ample margin for detentions at river crossings, &c., as will make the timely arrival of the mails a matter of almost absolute certainty. If necessary, even more time could be made available by making the train leave Madras at, say, 6 p. m. instead of 8 p. m. as above suggested.

From Bombay to Madras.		H.	M.
* According to the new Time Table above referred to.	Train leaves* Bombay at	...	22 0 on Saturday.
	Arrives at Sholapore	...	14 20 on Sunday.
Runners to the Kistna thirty-two hours and mail cart to Tadputty nineteen hours, as above, total fifty-one hours, thus bringing the mails to Tadputty by			
	...	...	17 20 on Tuesday.
	Train would leave Tadputty at	...	17 20 on do.
	Arrive at Madras	...	6 5 on Wednesday.

The mails would arrive at Madras in time for an early morning delivery, and as the despatch from Bombay would be late in the evening (10 p. m.), all correspondence, whether posted at Bombay during the day or arriving by Mail Steamer, would be despatched the same evening.

9. As soon as the rail opens to Kulbarga (on the Bombay side), and Ghooty (on the Madras side) it could, I think, be arranged to transport the mails in one day less time.

(True Extract.)

(Signed) A. C. PEARS,
Postmaster General.

From the Assistant Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 5th February 1869, No. 42.

1. In reply to your letter of the 16th December, No. 411, and its enclosure from the Postmaster General, embodying a suggestion from the Director General of Post Office in India, as to certain modifications in our present train service, in order to facilitate the proposed alteration of the mail route between Madras and Bombay, I have the honour to forward copy of a report made by the Traffic Manager after a careful consideration of this important subject.

2. Mr. Church, in his report, deals very fully with the alterations suggested by the Director General, as well as with your proposition to run a through night train daily between Madras and Tadputty, in lieu of the present local trains between Madras and Tripetty, and Cuddapah and Tadputty; and I am of opinion that he has conclusively shown that it would not be to the interests of the Railway Company to make any change in the existing train service of the North-West Line.

3. I much regret the delay that has occurred in dealing with this matter, but I would explain that, owing to its importance, and the absence of the Agent and Manager from Madras, it could not well have been avoided. The Traffic Manager's report I had intended keeping until Mr. Elwin's return to Office, but as that is not expected to be before the 16th instant, I think it undesirable to delay further in forwarding it to you.

From the Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 25th January 1869, No. C 19.

Mail route between Madras and Bombay.

1. Consulting Engineer's letter No. 411, of the 16th ultimo, with enclosure from the Postmaster General, embodying a suggestion from the Director General, with reference to a change in the train service between Madras and Tadputty to meet the convenience of the new mail route.

2. There can be no doubt that the proposition of the Director General is most inadvisable, as it would not only involve increased expenditure, for at present we have no night service on the

*Proceedings of the Madras Government, Public Works Department,
22nd March 1869.*

North-West Line, and consequently no night staff, but it would also annihilate one-half of the 3rd class passenger traffic on that line.

3. The Consulting Engineer's proposition to run a "through" night train daily between Madras and Tadputtry, in lieu of the present local day trains between Madras and Tripetty, and between Cuddapah and Tadputtry, with the view of superseding the occasional extra and special train service, would involve increased mileage, increased expenditure for night service, and would certainly damage, to some extent, our local passenger traffic, which it is clearly the interest of the Railway Company to foster in every possible way.

4. Looking at the number of extra and special trains we are obliged at times to run to meet the requirements of the cotton traffic, it might be supposed that the running of one through train daily in lieu of these extra trains would not be a great hardship on the Railway Company, but a reference to facts will, I think, convince you that the interests of the Railway Company are best served by meeting exceptional traffic by exceptional means.

5. A comparison of the mileage of one train each way daily between Arconum and Cuddapah, with the actual mileage of extra trains during the six months ending November last, will be sufficient for our purposes.

6. The distance from Arconum to Cuddapah is 119 miles, and one train each way daily would amount, in six months, to a train mileage of 43,316. The mileage of extra and special trains over the whole of the North-West Line, as shown in the returns furnished to the Consulting Engineer for the six months ending 30th November, amounted to 22,020, or very little more than half the mileage which a regular service between Arconum and Cuddapah only would involve.

7. Leaving out of the question, for the reason stated in paragraph 3, the consideration of the Consulting Engineer's proposition, to discontinue the existing local day trains between Arconum and Tripetty, we have before us a certain increased train mileage of, say, 21,000 in six months, but in fact it would be much larger, as the proposed through trains would be insufficient at some seasons of the year to meet the pressing requirements of the cotton traffic, and must at those times be supplemented by extra trains.

8. It is not difficult, therefore, to see that the running of a regular night train would involve an increase of at least 25,000 train miles, in six months, between Arconum and Cuddapah only.

9. With reference to the question of expenditure, whether the through trains left Madras at 8 p. m. and Tadputtry at 5 p. m., as proposed by the Director General, or whether the trains left Madras and Tadputtry at 6 p. m. and 5-30 p. m., as suggested by the Consulting Engineer, we must have night running between Arconum and Cuddapah, and consequently a night staff.

10. We have no difficulty whatever in conducting the ordinary business of the Company on the North-West Line by day trains, and I should be very much pleased to see fifty per cent additional traffic thrown on that line if only to show that the traffic could still be easily conducted by a day service of trains.

11. It seems, therefore, scarcely equitable to ask the Railway Company to arrange a service at a very serious increase of expenditure without any corresponding advantage whatever, simply to meet the convenience of the Post Office.

12. The additional cost of a night service on the North-West Line, supposing the through trains were run at the hours named, would not be less than Rupees (6,000) six thousand per mensem.

13. On the opening of the line to Ghooty our through passenger trains will leave Madras and Ghooty at 6 a. m., and arrive at Ghooty and Madras at 8-30 p. m.

*Proceedings of the Madras Government, Public Works Department,
22nd March 1869.*

14. So that the mails leaving Madras on (say) Tuesday morning at 6 o'clock would arrive at Ghooty ... at 8 30 p. m. on Tuesday.

Mail cart from Ghooty to Kistna, (say) 100 miles, at six miles per hour, would take the mails to the Kistna ... at 1 0 p. m. on Wednesday.

Runners from the Kistna to Sholapore, 150 miles, at 4 miles per hour, would take the mails to Sholapore ... at 2 0 a. m. on Friday.

Train leaves Sholapore ... at 12 0 noon on do.

Arrives at Bombay ... at 5 40 a. m. on Saturday.

15. The mails leaving Bombay ... at 10 0 p. m. on do.

would reach Sholapore ... at 3 0 p. m. on Sunday.

Kistna ... at 4 0 a. m. on Tuesday.

Ghooty ... at 8 0 p. m. on do.

Leave Ghooty by rail ... at 6 0 a. m. on Wednesday.

Arrive at Madras ... at 8 30 p. m. on do.

16. It is presumed that no objection would be taken even to an actual detention of ten hours Sholapore and Ghooty, as the overland mails from Bombay are often detained at Bangalore eight or ten hours waiting for an ordinary train, the service not being considered sufficiently important to justify the expense of a special train.

17. Under this arrangement the public might calculate with some degree of certainty on receiving their letters from Bombay in ninety-six hours at latest after the mail had left Bombay.

18. The Director General's proposition is that the mails should leave Madras ... at 8 30 p. m. on (say) Tuesday.

Arrive at Ghooty ... at 10 20 a. m. on Wednesday.

Do. at the Kistna ... at 12 20 night on do.

Do. at Sholapore ... at 8 0 a. m. on Friday.

Train leaves Sholapore ... at 12 0 noon on do.

Do. arrives at Bombay ... at 5 40 a. m. on Saturday.

19. Mails from Bombay would leave Bombay at 10 0 p. m. (say) on Saturday.

Arrive at Sholapore ... at 3 0 ,, on Sunday.

Do. at the Kistna ... at 11 0 ,, on Monday.

Do. at Ghooty ... at 1 0 ,, on Tuesday.

Leave do. ... at 5 20 ,, on do.

Arrive at Madras ... at 6 0 a. m. on Wednesday.

20. The Director General is the best judge of the capabilities of his horses and runners, but looking at the uncertainty with which the mails are now carried by road between Poona and Bangalore—and we can only judge by results—a margin of four hours for contingencies inseparable from road travelling in this country under the most favorable circumstances would appear much too small.

21. Should this margin be found on trial to be insufficient, the mails would be detained at Sholapore and at Ghooty twenty-four hours, and instead of making the journey between Bombay and Madras in ninety-six hours, as shown in paragraphs 14 and 15, without any additional expense, the service would not be performed in less than 104 hours, to say nothing of the very heavy charge for a night service between Arconum and Cuddapah, which the Director General's scheme involves.

22. Under these circumstances, I would submit that there is no necessity to alter the train service on the North-West Line.

No. 630. Endorsement of the Consulting Engineer for Railways, dated Madras 17th February 1869, No. 46.

From the Postmaster General, Madras, to the Consulting Engineer for Railways, dated Madras, 12th February 1869, No. 5303/1733.

In continuation of my letter No. 3874/1733, of the 15th December last, I have the honour to annex copy of a further letter from the Director General of the Post Office, No. 3,890, dated 29th January 1869, on the subject, and request you will be good enough to submit the question of the alteration of the hour of despatch of the train from the Madras and Tadputtry termini, suited to the Mail Service to the Government, in view to the adoption of the proposed alteration if possible.

Requesting the favour of an early reply, &c.

Copy of a letter from the Director General of the Post Office, to the Postmaster General, Madras, No. 3,890, dated 29th January 1869.

1. In reply to your letter No. 163/1733, dated 15th December 1868, I have the honour to observe that although you describe the proposed arrangements as consisting of a runner line between Sholapore and "Tadputtry," I presume that you mean a runner line between Sholapore and the Kistna, and a Mail Cart line from the Kistna to Tadputtry. This was what I suggested, and I gather from your subsequent letter of 26th December, No. 183, that it is what you propose to carry out.

2. I quite approve of your carrying it out.

3. I think it will be safe, for the present at all events, to get as much time as possible available for road transit, and I think, therefore, that the Madras trains should be timed to start from Madras at 6 p. m. and to arrive at Madras at 8 a. m., thus giving two hours more each way for road transit, as compared with the time calculated in paragraph 8 of my letter of the 14th November.

4. I think also that it would be wise to try and get the Bombay trains to start earlier from Bombay (say at 7 p. m., instead of 10 p. m.), so as to land the mail three hours earlier at Sholapore, and also to start later from Sholapore (e. g., 3-15 p. m. instead of 0-15 p. m.) arriving at Bombay at 8-40 a. m. instead of 5-40 a. m.

5. By these two arrangements five hours more time would become available for road transit, and I think that it is very desirable to have this, considering the untried character of the road.

6. I shall address the Postmaster General of Bombay on this subject.

(True copy.)

(Signed) A. C. PEARS,
Postmaster General.

SUBMITTED to Government with reference to my letter of the 10th instant, No. 43.

2. The hours at which the Director General of the Post Office now wishes the Bombay mail trains to start from, and to arrive at Madras, correspond very closely with those recommended in the ninth paragraph of my previous letter.

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

No. 631. ORDER THEREON, 22nd March 1869, No. 952.

RAILWAY, No. 40.

1. The Postal authorities, with a view to expediting the transmission of the mails between Madras and Bombay,

propose to change the route by which they are now carried by Bangalore, Hurryhur, Dharwar and Poona, to that by Tadputtry and Sholapore, and having applied to the Consulting Engineer for Railways for arrangements to be made for altering the train service on the North-West Line so as to allow of the up through train leaving Madras for Tadputtry in the evening instead of in the morning, and for the down train leaving Tadputtry in the evening and arriving at Madras in the morning, Major Shaw Stewart referred the matter for the opinion of the Agent, and, in urging on the attention of the latter the expediency of running night trains for the convenience of the mails, pointed out the desirability also of running those trains to meet the requirements of the greatly increased traffic on the line.

2. The officers of the Railway, however, looking at the question simply from an economical point of view, raise objections to adopting Major Shaw Stewart's proposals, and endeavour to show that, while the time likely to be occupied by the transport of the mails by the North-West Line, so long as it is open no further than Ghooty, will amount to so much as about ninety-six hours, the adoption of that route, by necessitating a train night service, will entail upon the Railway Company a monthly expenditure for that service of Rupees 3,000, as well as the cost of some 25,000 miles of additional trains, and endanger the existence of the present third class passenger traffic between Arconum and Cuddapah.

3. The Consulting Engineer on the other hand states it as his opinion that this estimate of the expense of running night trains has been greatly, though unintentionally, exaggerated, for, while the cost of such service when its introduction between Madras and Salem was under consideration, was estimated by the Agent at Rupees 1,600 per mensem for a distance of 206 miles, it is not easy to understand why the outlay on only the one hundred and twenty miles between Arconum and Cuddapah should amount to so very much larger a sum as Rupees 6,000. Moreover, Major Shaw Stewart shows that, under the arrangements which he has suggested in the timing and classification of the trains, two local day trains between Madras and Tirooputty may be discontinued, and thereby reduce the extra train mileage from 25,000 to 17,000 miles, while, at the same time, the fullest accommodation to all descriptions of travellers will be afforded, and every necessary convenience given to the important third class passenger traffic.

4. As the more rapid transmission of the mails, and especially those to and from Europe, is a matter of vital interest to the public, and of the utmost importance to the mercantile community, the Government consider themselves fully warranted in prescribing such arrangements as may be necessary for effecting that object even at the risk of causing some temporary increase of expenditure on the part of the Railway Company. The proposals of the Consulting Engineer, with the modifications suggested by the Director General of Post Offices in his letter of the 29th January 1869, appear well calculated to meet the requirements of the case, and His Excellency the Governor in Council accordingly resolves, under

*Proceedings of the Madras Government, Public Works Department,
22nd March 1869.*

the authority vested in the Government by Clause 8 of the Company's Contract, to direct that early measures be adopted for establishing a night service of trains on the North-West Line in the manner indicated.

(True Extract.)



Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.
,, Public Department.

Recd 20 April

Gort. of (1869) Madras.
Public
Pro Govt. PUBLIC WORKS *Dept.*

To

THE CONSULTING ENGINEER FOR
RAILWAYS.

&c., &c., &c.

Dated March, 22nd.

Recd. *29* *1st*

G. O., 22nd March 1869, No. 932.

MARCH.

Nos. 629-631

*No 437. 6 April/69
Communicated
to the Postmaster General*

MC

No 509

Trains (Railway).--Orders issued for early measures being adopted for establishing a night service of trains on the North-West Line of the Madras Railway in the manner indicated.

to the Postmaster General

With an order

Govt. of Madras.

Public

To

The Postmaster General

Dated April 6.

Recd.

G. O. 6 April 1869. N 437.

Nos. 61. 62.

(Commr. Gen. of Govt. P. W. Dept. 1
passing orders for early measures
being adopted for establishing a
night service of trains on the
N. W. Line of the Madras Ry.
in the manner indicated.