

Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 1204. *By*

DATED *4th Octr 1898*

[Despatch Abstract.]

North West Mail Service, Ind.
Sanctioning the alteration in the
hour of departure of the mail train from
Kassara to Raichur from 20.45 hours
to 18.45 hours.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

(A. & M. I.)

No. 10345.

638

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 11th July, 1898.

From

Cases 142/56

95/96

48/97

To

The Agent and Manager.

Madras Railway.

The Consulting Engineer for Railways.

Madras.

SIR,

I have the honor to enclose an extract from a letter received from my Board, dated 3rd Ultimo, having reference to the accelerated mail service to Bombay introduced last year. I would also in connection with this subject invite your attention to the remarks of the Traffic Manager and myself in our respective reports for the last half year. The North West down Mail train as it is now run, does not meet the convenience of the public, and there can be no question we are hauling at high speed a very large quantity of unprofitable wood and iron. I agree with my Board in thinking the time of this train to Bombay should be recast, so that at least Passengers residing in the immediate vicinity of the principal stations on the North West line shall be served and I shall be much obliged if the Government will pass orders to that effect.

The official figures I have obtained from the Company's Chief Auditor show that, excluding Troops & Police, Return, Excess and Season ticket holders, we carried during the

6 months which ended on the 31st December in the years 1896 & 1897
the following 3rd Class Passengers by our North West Line Mail train
viz.,

	No.	Rs.
Half year ending December 1896	131924	184813
do 1897	89003 ¹ / ₂	168841
	43000	

The decrease in the number carried and the consequent loss
of revenue in my opinion is chiefly due to the fact that these trains
under their new timings have since the 1st July 1897 ceased to stop
at some 12 Stations on the journey between Madras & Raichur.

I have, I regret to say, not been able to obtain any reliable
figures of the number of 1st & 2nd Class Passengers who travelled
by the Up North West Line train in the direction of Madras during the
two half years I have named, but Passengers by these two Classes who
travelled by the Down Mail in the direction of Raichur numbered 2222
in 1897 and 2344 in 1896, while the money taken from the two classes
amounted to Rupees. 21,383 in 1897 and Rupees. 21,652 in 1896.

From the Locomotive Superintendent I have obtained official
figures reviewing the cost of working the North West Line Mail Ser-
vice during the closing half years of 1896 & 1897 and from these
figures I learn that while the cost of the Mail Service to the Loco-
motive Department in 1896 amounted to Rupees 46,651-7-7 the figure
rose to Rupees. 55,187-10-3 in the year 1897. These figures represent
only the actual daily cost to the Department and they do not include
the wear and tear of the Engines. That the wear and tear has risen
enormously we know from the fact that owing to bad water, and inferior

MADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer
for Railways.

Dated
Recd.
No.

(3.)

Coal the Engines engaged on the Mail Service to Raichur have been unable to fulfil satisfactorily the duty they have been put to, and under present conditions the life of the Engines is being very seriously shortened.

On the 4th of January last with my letter No.6 I had the honour to send you copy of a letter from the Company's Traffic Manager in which he advocated that the old timing of the Down mail train from Madras to Raichur should be reverted to. Previous to July 1897 the Down Mail train left Madras at 18-10 o'clock and arrived at Raichur at 10-35 o'clock. Under the present service the Mail train arrives at Raichur at 9-30 o'clock and to ensure connection with the G. I. P. Service the arrival time must remain unchanged. I beg, however, to ask that permission may be granted to us to start the Mail from Madras for Raichur with effect from the 1st October at 18-10 o'clock and that we be allowed to pick up Passengers at the several Stations where the Mail train has ceased to stop since the 1st July 1897.

I do not recommend any change in the through running of the Up Mail train to Madras. When plague stoppages have ceased this train may continue to arrive at Madras at 5-30 o'clock and the train may be stopped for Passenger traffic at any Stations where Passenger traffic offers.

I have the honor to be,
Sir,
Your most Obedient Servant,

James S. M. V. S.
Agent & Manager.

U4 C. No. 3274 *flag H*
12-7-98

SUBJECT.

HIS EXCELLENCY THE GOVERNOR.

THE HON'BLE SIR HENRY BLISS, K.C.I.E.

THE HON'BLE MR. A.T. ARUNDEL, I.C.S.

Mail service & Ussora

FOR ORDERS.

In recognition of H.E.'s ^{hesitation} ~~undelivered~~ to
sanction the proposed "retrograde action" of returning
the hour of departure of the Madras to Bombay mail train
(See H.E.'s note dated 18-7-98) I did not at once
take action as authorized to do by H.E. and Mr. Member.
But made further enquiry, as the matter was well
not one of urgency. I addressed my 103 dated the
9th Aug. (a Consulting Engr.) to the Agent
Madras R. L. with the knowledge that Mr. Member
had a very much stronger case for showing how speed
than the one placed before his Excellency and Mr. Member.

This has evolved from Mr. Member's M. 802.
dated 25th Aug. which I think conclusively
shows the necessity for preventing a sharp turning.
Some delay was caused by a reference to the
P.M.G. in order that the requirements of the
mail changing to the S.I.R. at Aden might
not be overlooked.

Some further delay was caused by the necessity

*Send up case
Jd
28.9.98.*

SIR,

To

From

No

(A & M. I.)

Consulting Engineer for Railways.

Agent and Manager.

18

Madras,

AGENT AND MANAGER'S OFFICE,

MADRAS RAILWAY.

for ascertaining that there was no risk of the
S.I.P.B. reverting to show speed of the
Madras R. was allowed to do so.

All this is now settled, and I propose
to carry out H.S. & the Madras instructions
and allow the S.R.C. to persist to an earlier
time for departure from Madras.

The Congress's proposal was to persist
to an 18-10 departure. But in his No.
9918
869 Sept 12th the Agent accepts 18-45
which will suit the Madras public better.
I think it probable that they (the C.) will
find themselves able to work to an 18-45
departure. So this may now be agreed to.

F.V.S.
24/9/98

Very well.

27.9.98
27/9/98

W I agree - except for the
mercantile community on
English mail days I don't think
the late departure is a matter
of any particular value.

MA 27.9.98.

Papers to be read in Proceedings:—



Again G.O., dated 189 , No.
Again G.O., dated 189 , No.
Current No. 3274 of 189 , dated 11th July 1898 , from AM to ER.
" " " 189 , " " "
" " " 189 , " " "

MB. No: 1204 Rev of 4.10.98

ORDER.

The alteration in the hour
of departure of the mail train
from Madras to Raichur from
20.45 hours to 18.45 hour
is sanctioned

2. The details of the time table
should be settled by the
Agent & Manager in communication
with the P.M. & and A
subject to the approval of
E. R.

Despatched on 4/10/98

- To
- The Agent & Manager M.R. ✓
 - " " S. I. R. ✓
 - " Bangalore & Mysore ✓
 - " Secy of P. & M. Madras ✓
 - " Port Master General Madras ✓
 - " Director General of the Post Office in India ✓
 - " Inspector General Railway Mail Service. Calcutta ✓
 - " Chairman, Chamber of Commerce. Madras ✓
 - " Revenue Department ✓
 - " Dy Adjutant General. Madras Command ✓

29.9.98.