M.R.O. 1—77,006—8-6-37.

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MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

G.O. No. 3420 Press ~~Mis.~~

485-86

Dated 23 . 10 1849.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 23rd October 1869.

No. 485. Read the following letter from the Acting Deputy Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 7th October 1869, No. 327 :—

I HAVE the honour to forward, for the approval of Government, a draft of a revised Time-Table for the North-West Line. The Agent and Manager's letter,* giving cover to this, also enclosed a communication from the Traffic Manager, which, at Mr. Elwin's request, I submit for the information of Government.

* No. 570 of 5th October.

2. The proposed Time-Table provides for a through night-train, leaving Madras at 7-15 P.M. every day, except Sundays, and arriving at Ghooty at 12-25 P.M. This arrangement carries out the suggestion made by Major Shaw Stewart in his letter to you, No. 172, of 28th May. The return-train will leave Ghooty at 1-15 P.M., and reach Madras at 5-35 the following morning. Special arrangements will have to be made hereafter for the conveyance of Mails, when the Post from Europe arrives at Ghooty on Sunday mornings: in the meantime, the Time, Table now proposed is in accordance with the Orders of Government, Nos. 2,259 and 3,138, of 10th July and 28th September, respectively.

3. With regard to Mr. Church's observations, I may remark that I have no doubt but that the Consulting Engineer, when writing of "mixed trains," meant those conveying goods and passengers of any class; and as the term was used in discussing the question as to the danger incurred by carrying cotton in the same trains as passengers, I feel confident that Major Shaw Stewart, when informed that the running of cotton-trucks in mixed trains was prohibited, believed that the safety of all classes of passengers had been considered, and that the term "mixed train" was not employed with the restricted meaning now defined by Mr. Church. As the preparation of the statement alluded to by the Traffic Manager was not required after the Consulting Engineer was informed of the time and trouble that would be entailed thereby, it does not appear necessary to revert to the subject again.

4. I beg to report that upon receiving personally your approval of the proposed Time-Table, I authorized the Agent and Manager to make the necessary arrangements for the introduction of the night-service, in anticipation of the sanction of Government.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 5th October 1869, No. 570.

IN accordance with the request contained in your letter of the 30th ultimo, No. 479, arising out of Order of Government, No. 3,138, dated the 28th September, I have the honour to submit, for the approval of His Excellency the Governor in Council, a draft Time-Table of a service of trains on the North-West Line on and after the 1st proximo, arranged in view to give effect to the orders conveyed in Proceedings of Government, under date the 10th July 1869, No. 2,259.

2. If His Excellency in Council sanctions the Time-Table now submitted, I will ask you to be kind enough to convey the approval of Government to the adoption, on the North-West Line, of the fares charged on the main line, for the conveyance of 1st and 2nd-class passengers by night-trains.

No. C-316, 4th October 1869.

3. I beg to solicit the attention of Government to the enclosed copy of a letter from the Traffic Manager.

From H. E. CHURCH, Esq., Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 4th October 1869, No. 316 C.

Mail Route between Madras and Bombay.

I BEG to submit, for approval, a draft of a revised Time-Table for the North-West Line, as required by Order of Government, No. 3,138, of the 28th ultimo, and shall be glad to receive early permission to have it printed, as there is but very little time to perfect our arrangements by the 1st proximo. The revised Time-Table provides, as ordered, for a direct night-service of trains between Madras and Ghooty on week-days only.

2. At the same time, without wishing to prolong the discussion, I may be permitted to point out, for the information of Government, an error on the part of the Consulting Engineer in supposing that "all the regular down-trains on the North-West Line are mixed trains." It is true that from the 25th February 1868 the haulage of cotton by "mixed" trains was for some time discontinued: the term "mixed," however, is only applicable to trains conveying 1st, 2nd, and 3rd-class passengers and goods, and in that sense was used by me in the report referred to. I have no recollection of stating "that orders had been issued to prevent the transport of cotton in all "trains which conveyed passengers." Certain it is that no orders were ever issued to prevent the transport of cotton by the regular goods-train, to which one 3rd-class passenger-carriage is attached; and it is scarcely necessary to say that I could have had no object in misleading the Consulting Engineer.

3. If the Consulting Engineer was under the impression that "all the regular down-trains are mixed trains," and that, after the 25th February 1868, no cotton was conveyed by those trains, it is difficult to understand with what object the Railway Company was called upon to furnish a return of the "quantity* of cotton conveyed "upon the line during the year 1868, and that "the proportions conveyed in ordinary and in "extra trains, respectively, may be stated." The quantity of cotton conveyed during the months of January and February 1868 was only 443 tons, or less than two and a quarter per cent. of the tonnage for the whole year. Surely this small per-centage could not have affected the question at issue, and would scarcely have justified the cost of preparing so elaborate a statement as that called for by the Consulting Engineer in his letter of the 15th April. Would it not have been sufficient to state, for the information of Government, that of 19,938 tons of cotton, conveyed over the North-West Line during the year 1868, the whole of it, with the exception of about 500 tons, was conveyed by extra trains? This would have simplified matters very much, if, as we are now led to believe, the Consulting Engineer was under the impression that "all the regular down-trains on the North-West Line are mixed trains," and that no cotton was carried by those trains after the 25th February 1868. That the Consulting Engineer entertained a different impression a few months previous to the date of his letter * to Government, is, I think, confirmed by his letter, No. 181, dated 29th April 1869, in which he expresses his regret "that there should exist such great difficulties in the way of the preparation of the returns for which I asked in my letter of the 25th "instant, and which seemed to me necessary to enable the Government to come to a final decision;" and this letter was written after the Consulting Engineer had been informed that the preparation of such a return would necessitate a reference to about 10,000 documents, and would occupy about six months to complete.

* Paragraph 4 of Consulting Engineer, to Agent and Manager, No. 155, 15th April 1869.

No. 272, 25th August.

Proceedings of the Madras Government, Public Works Department, 23rd October 1869.

MADRAS RAILWAY.

NORTH-WEST LINE.

Proposed Time-Table on and after Monday the 1st November 1869.

North from Arconum.

Stations.		Week-Days.				Sundays.	
		Goods.	1st, 2nd, & 3rd Class and Goods.	1st, 2nd, & 3rd Class and Goods.	1st, 2nd, & 3rd Class and Goods.	1st, 2nd, & 3rd Class and Goods.	1st, 2nd, & 3rd Class and Goods.
Madras	Departure...	A.M.	A.M. 6-0	P.M. 2-30	P.M. 7-15	A.M.	A.M. 6-0
		A.M.	A.M.	P.M.	P.M.		A.M.
Arconum Junction. ...	Departure...	.....	8-15	5-30	10-15	.....	8-15
Tiruttany		.....	8-40	6-0	.....	.....	8-40
Naggery		.....	9-8	6-30	.. ...	.....	9-8
Puttoor		.....	9-36	7-5	.....	.....	9-36
Poody		.....	10-6	7-40	.....	.....	10-6
					A.M.		
Tiruputty	Arrival ...	.....	10-25	8-0	12-40	.....	10-25
	Departure...	6-0	10-40	.....	1-0	.....	10-40
Ballapully		7-0	.....	.....	.....	.....	.....
			P.M.				P.M.
Coodoor	Arrival ...	7-50	12-0	.....	2-40	.....	12-0
	Departure...	.....	12-10	.....	3-0	.....	12-10
Reddypully		.....	12-50	.....	.....	... ..	12-50
Rajumpett		.....	1-14	... ..	.....	.....	1-14
Nundalore		.....	1-34	.....	.....	.....	1-34
Wantumettah...		.....	2-5	.....	.....	.....	2-5
	Arrival ...	.....	2-50	.....	6-20	.....	2-50
Cuddapah					1st, 2nd, & 3rd Class and Goods.		
	Departure...	.....	3-10	.....	6-50	6-50	3-10
Camalapoor		.....	3-51	.....	7-42	7-42	3-51
Yerragoontla		.....	4-18	.....	8-15	8-15	4-18
Moodanoor		.....	4-45	.....	8-50	8-50	4-45
Rondipurum		.....	5-26	.....	9-40	9-40	5-26
Tadputri		.....	6-13	.....	10-40	10-40	6-13
Koyalchervoo		.....	.....	.....	.....	.....	.....
Ghooty	Arrival ...	.....	7-45	.....	12-25	12-25	7-45
			P.M.	P.M.	P.M.	P.M.	P.M.

South to Arconum.

Stations.		Week-Days.				Sundays.	
		1st, 2nd, & 3rd Class and Goods.	Goods.	1st, 2nd, & 3rd Class and Goods.	1st, 2nd, & 3rd Class and Goods.	1st, 2nd, & 3rd Class and Goods.	1st, 2nd, & 3rd Class and Goods.
Ghooty	Departure...	P.M. 1-15	A.M.	A.M.	A.M. 6-0	A.M. 6-0	P.M. 1-15
Tadputri		3-0	.....	.....	7-22	7-22	3-0
Kondipurum		3-55	.....	.....	8-9	8-9	3-55
Moodanoor		4-45	.....	.....	8-50	8-50	4-45
Yerragoontla		5-20	.....	.. ...	9-17	9-17	5-20
Camalapoor		5-54	.....	.....	9-45	9-45	5-54
Cuddapah	Arrival ...	6-45	.....	.....	10-25	10-25	6-45

Proceedings of the Madras Government, Public Works Department, 23rd October 1869.

South to Arconum.—(Concluded.)

Stations.			Week-Days.				Sundays.	
			1st, 2nd, & 3rd Class and Goods.	Goods.	1st, 2nd, & 3rd Class and Goods.	1st, 2nd, & 3rd Class and Goods.	1st, 2nd, & 3rd Class and Goods.	1st, 2nd, & 3rd Class and Goods
			1st & 2nd Class and Goods.	A.M.	A.M.	A.M.	A.M.	P.M.
Cuddapah ...	...	Departure ...	7-15	.....	.....	10-50	10-50	.....
Wontimettah ...	...	... ...	.....	.....	.....	11-35	11-35	.....
Nundalore ...	...	... ...	.....	.....	.....	12-5	12-5	.....
Rajumpett ...	...	... ...	.....	.....	.....	12-26	12-26	.....
Reddypully ...	...	... ...	.....	.....	.....	12-50	12-50	.....
Coodoor ...	...	Arrival ...	10-35	.....	.....	1-30	1-30	.....
Ballapully ...	...	Departure ...	10-55	8-20	.....	1-45	1-45	.....
Tiruputty ...	...	... ...	.....	9-0	.....	.....	... ..	.....
		Arrival ...	12-15	10-0	.....	3-5	3-5	.....
		Departure ...	12-40	.....	5-45	3-15	3-15	.....
Poody ...	...	... ...	.....	.....	6-15	3-33	3-33	.....
Puttoor ...	...	... ...	.....	.....	6-45	4-0	4-0	.....
Naggery ...	...	... ...	.....	.....	7-15	4-30	4-30	.....
Tiruttany ...	...	... ...	.....	.....	7-45	5-0	5-0	.....
Arconum Junction ...		Arrival ...	3-15	.....	8-15	5-25	5-25	.....
			A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
Madras ...	...	Arrival ...	5-35	.....	11-0	8-0	8-0	.....

Madras,
4th October 1869.

(Signed) H. E. CHURCH,
Traffic Manager.

(Signed) R. B. ELWIN,
Agent and Manager.

No. 486. Order thereon, 23rd October 1869, No. 3,420.

RAILWAY, No. 64.

The Government approve of the revised Time-Table proposed to be adopted on the North-West Line of the Madras Railway from the 1st November 1869.

(True Extract.)

Captain, R.E.,
Acting Under Secretary to Government.

To the Consulting Engineer for Railways.

Exd. F. R. Bantlemam.

No. 570

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 5th October 1869.

From

Robert B. Elwin Esqre

Agent and Manager. M. R. Co.

To

Major J. H. M. Shaw Stewart, R.E.,

Consulting Engineer for Railways.

Sir,

In accordance with the request contained in your letter of the 30th ultimo, No. 479 arising out of order of Government No. 3138 dated the 28th September, I have the honor to submit for the approval of His Excellency the Governor in Council a draft Time Table of a service of trains on the North West Line on and after the 1st proximo, arranged in view to give effect to the orders conveyed in Proceedings of Government under date the 10th July 1869 No. 2259.

2. If His Excellency in Council sanctions the Time Table now submitted, I will ask you to be kind enough to convey the approval of Government to the adoption on the North West Line, of the fares charged on the main Line, for the conveyance of First and Second Class Passengers by Night trains.

3. I beg to solicit the attention of Government to the enclosed copy of a

x KC/316 -
4th Oct 1869. letter from the Traffic Manager. 4

I have the honor to be
Sir,
Your most obedient Servt.

Walter F. Clarke
Agent & Manager.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

No. 270.

Dated 3rd October 1869.

Rcvd. 5th do 4

Submitting for the Approval of Government a draft Time Table for the running of Mails on the North West Line with a view to give effect to Order of Govt. dated the 2nd ult. No 3138.

Madras Railway
Traffic Manager's office
Madras 4th October 1869

S/ No 316.

Dear Sir,

Mail Route between Madras and Bombay.

I beg to submit for approval a Draft of a revised Time Table for the North West Line as required by order of Government No 3138 of the 28 Ultimo, and shall be glad to receive early permission to have it printed, as there is but very little time to perfect our arrangements by the 1st Proximo. The Revised Time Table provides as ordered for a direct night service of Trains between Madras and Gooty on week days only.

2. At the same time, without wishing to prolong the discussion, I may be permitted to point out, for the information of Government, an error on the part of the Consulting Engineer in supposing that "all the "Regular down Trains on the North West Line are "mixed Trains". It is true that from the 25th February 1868 the haulage of Cotton by "mixed" Trains was for some time discontinued; the term "mixed", however, is only applicable to Trains Conveying 1st, 2d and 3rd Class Passengers and Goods, and in that sense was used by me in the Report referred to. I have no recollection of stating "that orders had been issued to prevent "the transport of Cotton in all Trains which Conveyed "Passengers". Certain it is that no orders were ever issued to prevent the transport of Cotton by the Regular Goods Train, to which one 3d Class Passenger Carriage is attached, and it is scarcely necessary to say that I could have had no object in misleading the Consulting Engineer.

3. If the Consulting Engineer was under the impression

impression that, "all the Regular down Trains are mixed "Trains," and that, after the 25th February 1868 no Cotton was Conveyed by those Trains, it is difficult to understand with what object the Railway Company was Called upon to furnish a Return of the "quantity "of Cotton Conveyed upon the Line during the year "1868, and that the proportions Conveyed in ordinary and "in Extra Trains respectively, may be Stated." The quantity of Cotton Conveyed during the months of January and February 1868 was only 443 Tons, or less than 2¼ per Cent of the Tonnage for the whole year. Surely this small per centage Could not have affected the Question at issue; and would scarcely have justified the Cost of preparing so elaborate a Statement as that Called for by the Consulting Engineer in his letter of the 15th April. would it not have been Sufficient to state, for the information of Government, that of 19938 Tons of Cotton Conveyed over the North West Line during the year 1868, the whole of it with the exception of about 500 Tons was Conveyed by extra Trains. This would have Simplified matters very much, if, as we are now led to believe, the Consulting Engineer was under the impression that "all the "Regular down Trains on the North West Line are "mixed Trains," and that no Cotton was Carried by those Trains after the 25th February 1868. That the Consulting Engineer entertained a different impression a few months previous to the date of his letter* to Government is, I think, Confirmed by his letter No 181 dated 29th April 1869, in which he expresses his regret "that there should exist such great difficulties in the way of the preparation of the Returns for "which I asked in my letter of the 25th instant and "which seemed to me necessary to enable the Government "to come to a final decision", and this letter was written

*para 4 of Cons. Dept. & A. & H. No 155 - 15th April 1869.

*No 272 of 25th Aug.

written after the Consulting Engineer had been informed that the preparation of such a Return would necessitate a reference to about 10,000 documents, and would occupy about 6 months to Complete.

Yours faithfully
(Signed) H. E. Church.
Traffic Manager

To
The Agent and Manager
Madras Railway

(True Copy)
H. E. Church
Agent & Manager

Compared

Madras Railway
S. W. Line
Proposed Time Table on and after Monday the 1st November 1869.

North from Arconum

Stations	Week Days: Goods	Week Days: 1.2.3 Class & Goods	Week Days: 1.2.3 Class & Goods	Week Days: 1. & 2 Class & Goods	Sundays: 1.2.3 Class & Goods	Sundays: 1.2.3 Class & Goods
	A. M.	A. M.	P. M	P. M.	A. M	A. M.
Madras — Dep	-	6. 0	2. 30	7. 15	-	6. 0.
	A. M	A. M	P. M	P. M.		A. M.
Arconum. Junction — Dep.	-	8. 15	5. 30	10. 15		8. 15
Tiruttany	-	8. 40	6. 0	-		8. 40
Nazzery	-	9. 8	6. 30	-		9. 8
Pattoor	-	9. 36	7. 5	-		9. 36
Poody	-	10. 0	7. 40	A. M		10 0
Tirupully — Arr	-	10. 25	8. 0.	12. 40		10 25
Dep	6. 0	10. 40		1. 0		10. 40
Ballapully	7. 0	0 - M.		-		P - M
Codoor — Arr	7. 50	12. 0		2. 40		12. 0
Dep		12. 10		3. 0		12. 10
Reddypully		12. 50		-		12. 50
Rayumpett		1. 14		-		1. 14
Nundalore		1 34		-		1 34
Wantimellah		2 5		-		2 5
Cuddapah — Arr		2 50		6. 20		2. 50
Dep		3. 10		1. 2. 3 Class & Goods. 6. 50	6. 50	3. 10
Cavalapoor		3 51		7. 42	7. 42	3 51
Yerragoontla		4. 18		8. 15	8. 15	4 18
Moodanoor		4. 45		8. 50	8. 50	4 45
Kondapurum		5. 26		9. 40	9. 40	5. 26
Jadpurtu		6. 13		10. 40	10 40	6. 13
Royalcherroo		-		-	-	-
Gooty — Arr.		7. 45		12. 25	12. 25	7. 45
	P. M	P. M	P. M	P. M	P. M.	P. M.

South to Arconum

Stations	Week Days: 1.2.3 Class & Goods	Week Days: Goods	Week Days: 1.2.3 Class & Goods	Week Days: 1.2.3 Class & Goods	Sundays: 1.2.3 Class & Goods	Sundays: 1.2.3 Class & Goods
	P. M	A. M	A. M	A. M	A. M	A. M.
Gooty — Dep	1. 15	-	-	7. 22	7. 22	3. 0
Jadpurtu	3. 0	-	-	8. 9	8. 9	3 55
Kondapurum	3. 55	-	-	8. 50	8. 50	4 45
Moodanoor	4. 45	-	-	9. 17	9. 17	5. 20
Yerragoontla	5. 20	-	-	9. 45	9. 45	5. 54
Cavalapoor	5. 54	-	-	10. 25	10. 25	6. 45.
Cuddapah — Arr	6. 45	-				-
1. 2. 3 Class & Goods. Dep	7. 15	-	-	10. 50	10. 50	-
Wantimellah	-	-	-	11. 35	11. 35	-
Nundalore	-	-	-	12. 5	12. 5	-
Rayumpett	-	-	-	12. 20	12. 20	-
Reddypully	-	-	-	12 50	12 50	-
Codoor — Arr	10. 35	-	-	1. 30	1. 30	-
Dep	10. 55	8. 20	-	1. 45	1. 45	-
Ballapully	-	9. 0	-	-	-	-
Tirupully — Arr	12. 15	10. 0	-	3. 5	3. 5	-
Dep	12. 40	-	-	5. 45	3. 15	3. 15 -
Poody	-	-	-	6. 15	3. 33	3. 33 -
Pattoor	-	-	-	6. 45	4. 0	4. 0 -
Nazzery	-	-	-	7. 15	4. 30	4. 30 -
Tiruttany	-	-	-	7. 45	5. 0	5 0 -
Arconum Junction — Arr	3. 15	-		8. 15	5. 25	5 25 -
				11 - 0	8. 0	8. 0 -
Madras — Arr.	5. 35	-				
	A. M.	A. M	A. M.	P. M.	P. M.	P. M.

Traffic Managers Office
Madras 4th October 1869

Agent & Manager.

Traffic Manager.

9 80 1

CONSULTING ENGINEER'S OFFICE,

Railway Department.

No. 327-

From Captain J. G. Lindsay R.E.
Ag. Dy. Consulting Engineer for Railways,

To

Colonel C. A. Orr R.E.
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

I have the honour to forward for the approval of Government a draft of a revised Time Table for the North-West line. The Agent and Manager's letter[x] giving cover to this, also enclosed a communication from the Traffic Manager, which at Mr. Elwin's request, I submit for the information of Government.

2. The proposed Time Table provides for a through night train, leaving Madras at 7-15 p.m. every day except Sundays, and arriving at Goot[y] at 12-25 p.m. This arrangement carries out the suggestion made by Major Shaw

[x] No. 570 of 5th October

Stewart in his letter to you, No 172 of 28th May. The return train will leave Goolz at 1.15 p.m and reach Madras at 5.35 the following morning. Special arrangements will have to be made hereafter for the conveyance of mails, when the post from Europe arrives at Goolz on Sundez mornings, in the meantime the Time Table now proposed, is in accordance with the orders of Govern=ment Nos. 2259, and 3138, of 10th July, and 28th September respectively.

3. With regard to Mr. Church's observations I may remark that I have no doubt but that the Consulting Engineer when writing of "mixed trains" meant those conveying goods, and passengers of any class; and as the term was used in discussing the question as to the danger incurred by carrying cotton in the same trains as passengers, I feel confident that Major Shaw Stewart when informed that the running of cotton trucks in mixed trains was prohibited, believed that the safety of all classes of passengers had been considered, and that the term "mixed train" was not employed with the restricted meaning, now defined by Mr. Church. As the preparation of the Statement, alluded to by the Traffic Manager, was not required, after the Consulting Engineer was informed of the time and trouble that would be entailed thereby, it does not appear necessary to revert to the subject again.

4. I beg to report, that upon receiving personally your approval of the proposed Time Table, I authorized the Agent and Manager to make the necessary arrangements for the introduction of the night service, in anticipation of the sanction of Government.

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

Madras
7th October
1869

J. F. Kindersley Captain R.E.
Ag. Dy Cons: Engineer for Railways.

Public Works Dept
No. 3620 20 11 12

Proceedings of the Madras Government
Under date the 23d October 1869
Read the following

From the Consulting Engineer for Railways, } R. E. No. 3277/77 dated 7th Oct. 1869

The Govern-
ment approve of
the revised Time
Table proposed to be
adopted on the South
West Line of the
Madras Railway
from the 1st Novem-
ber 1869 -

To The Consulting Engineer for Railways.

RAILWAY DEPARTMENT.

From
The Consulting Engineer
for Railways,

To

The Secretary to Government,
Public Works Department,
Fort Saint George.

No. 84 20-23d Oct 69

Dated 7th October 1869.
Received

No. 327-

Subject-

Forwarding for the approval of Government a revised Time Table for the running of trains on the South West Line

Enc 4235

Govt. of {1869} Madras.

PUBLIC WORKS.

To The Consulting Engineer for Railways

Dated

Recd. Encl. 3

G. O. 23d Oct 1869, No. 3628

Nos. 485-486

Time Table The revised Time Table proposed to be adopted on the Mt Line of the Railway from the 1st November 1869, approved