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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2259 Press Mis.

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Dated 10—7— 1869.

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Read the following letters:—

No. 257. From the Consulting Engineer for Railways, to the Secretar
Government, Public Works Department, dated Madras, 28th May 18
No. 172.

Upon receipt of the Order of Government, dated the 22nd of March, No. 9
a copy was sent to the Agent of the Madras Railway Company, with a request t
early measures might be adopted for establishing a night-service of trains on
North-West Line. In reply, I recei
* No. 158, 9th April 1869. from the Agent a letter* which I h
the honour to submit for the consideration of Government.

2. With his letter Mr. Elwin
† No. C 88, 8th April 1869. wards a long report† from the Tra
Manager, with the opinions contained, in which he expresses his general conc
rence; and concludes by remarking that, in his opinion, "much time, labour, a
"misconception would have been avoided, had I called upon him for an expla
"tion of any figures, about the accuracy of which I had any doubt; and bearing
"mind the relationship which exists between the Consulting Engineer's Office a
"the Railway, this course would not have been attended with any trouble".

3. As these remarks may lead to the inference that I had neglected to obt
from the Agent information which might have been of service to the Governme
in forming their opinion as to the policy of establishing a night-service of trai
upon the North-West Line, I think it right to mention briefly the circumstan
under which my letter‡ to you upon th
‡ No 43, 10th February 1869. subject was written.

4. The proposal to run night-trains emanated from the Post Office autho
ties, and the letter§ containing it, whi
§ From Postmaster-General, Madras, 15th December 1868, No. 3,874-1,733. was received in this Office on the 16
December 1868, was forwarded to t
Agent upon the same day, with a request that, as the Post Office authorities we
desirous to carry out the proposed change from the 1st of April, he would favo
me with his own opinion and with that of the Traffic Manager at his earliest co
venience, so as to enable me to lay the subject before the Government with t
least possible delay. After the lapse of more than seven weeks, and after th
urgency of the question had been four times brought to the special notice of th
Agent, I received his Assistant's lette
‖ No. 42, 5th February 1869. which I laid before Government on th
10th February. When it reached me the Agent was absent from Madras, ar
looking to the pressing nature of the subject, I did not think that I would be just
fied in again referring it to him for further consideration, and thus run the risk
a second similar delay in its submission to Government. I accordingly lost n
time in laying the question before Government with all the information which I ha
been able to obtain, and with an expression of my opinion formed upon tha
information.

5. The Order of Government, quoted at the head of this letter, was commun
cated to the Agent on the 27th March; and, as the report of the Traffic Manager
dated the 8th April, I can only express my regret that the valuable informatio

which it contains, and the preparation of which occupied so short a time, was not sooner placed at my disposal.

6. In a letter* which reached me upon the 6th ultimo, I learnt from the Postmaster-General that, owing to the delay in opening the Railway to Ghooty, the carrying out of the proposed changes in the postal route between Madras and Bombay had been postponed until November next. This postponement rendered unnecessary the immediate establishment of night-trains, and I have therefore delayed addressing you again upon the subject in the hope that I should have now been able to submit the question in a complete and satisfactory manner for the decision of Government. I regret however to say that I learn from the Agent that some of the traffic statistics for which I had asked, and which I hoped would assist in the solution of the question, cannot be prepared under six months.

* No. 141-59, 5th April 1869, herewith enclosed.

7. In my previous letter I stated that I had suggested to the Railway authorities the possibility of discontinuing certain local trains in the event of the establishment of night-trains. The statements now submitted by the Traffic Manager show that the passenger-traffic carried by these local trains is far from inconsiderable; and Mr. Church gives his decided opinion that any attempt to discontinue them, or to alter the time fixed for them, would be attended with inconvenience to the public and loss to the Railway.

8. Mr. Church proceeds to reconcile the apparent discrepancy between the two sums of Rupees 1,600 and Rupees 6,000: the former being the monthly cost, estimated in 1861, of running a night-train between Madras and Salem; and the latter the cost, estimated in 1869, of running a night train between Arconum and Cuddapah. Mr. Church explains that the latter sum represents the cost of running a night-train in addition to the existing train-service; while in making the former estimate, Mr. Fletcher, the then Agent, dealt with the cost which would be involved by changing one of the day-trains into a night-train. The explanation is satisfactory; but a reference to Mr. Fletcher's letter, dated the 16th April 1861, shows that the fact is not clearly stated there.

No. 362, *vide* G. O., No. 672, 11th May 1861.

9. Mr. Church further states that by the proposed night-trains he would hesitate to carry either Railway material or cotton; and as it is undesirable to carry 'local' goods by night, and the 'through' goods are provided for by the day goods-train, he comes to the conclusion that the proposed night-train would invariably be run with one Post Office Van, one composite carriage, and one brake van, and would virtually be a special postal train, and as such should be paid for by the Government under the ruling of the Secretary of State, as set forth in his Despatch, No. 82, dated 15th November 1867.

10. Mr. Church proceeds to explain that the regular night-service on the South-West Line was not introduced until the 1st February 1864, and that the only night-trains* before that time were run under special circumstances. Mr. Church adds that though he is not at present prepared to assert that the night-trains on the South-West Line have not been run at a loss, he has no intention to recommend their discontinuance; but at the same time his unwillingness to do so must not be taken as an argument for running similar trains on the North-West Line.

* Stated in subsequent letter to have been three in number.

11. Mr. Church concludes his report by recommending, as the best mode of carrying out the wishes of Government, that the 7-15 P.M. goods' train from Madras to Arconum should be utilized, and that from Arconum to Cuddapah a special postal train should be run daily. The cost which would be thrown upon the Government by this arrangement, is not stated; but a time-table is submitted, showing that by leaving Madras at 7-15 P.M. the mails would reach Ghooty at 11-20 A.M. on the following day, and that by despatching the mails from Ghooty at 2-30 P.M., they would arrive at Madras at 6 A.M.

12. The arrangements which were suggested by me to the Agent on the 16th December 1868, and afterwards repeated in my letter to you of the 10th February, were only intended to indicate a practicable mode of carrying out an object of great public interest. They were never put forth as the best mode in which that object could be attained, for that, as a matter of course, would fall within the province of the Railway authorities to determine. The Traffic Manager, in his report, dated the 25th January 1869, had endeavoured to show that the public would gain little or nothing from the carriage of the mails by night; and it seemed to me desirable to show that the arrangement would not only tend to the public convenience, but was in every way practicable. I think however that Mr. Church's report of the 8th ultimo may be accepted as showing that the suggestions which I first made are not altogether free from objection.

13. With regard to the arrangements* recommended by the Traffic Manager, I think that so far as they refer to the utilization of the 7-15 P.M. goods' train between Madras and Arconum, they are unobjectionable. When however he proceeds to recommend that for the distance between Arconum and Cuddapah a special postal train-service should be established, I fail to see the necessity for throwing upon Government the heavy expense of a daily special train in each direction. On this point I beg to draw attention to a letter No. 147 which I addressed to the Agent on the 10th April, and to his reply, dated the 13th idem, No. 174.

* Described above in paragraph 11.

14. It will be seen that I requested the Agent to take into consideration "the "possibility of effecting the object desired by Government, (1) by changing into "a night-goods the one which now leaves Arconum for Cuddapah at 7-30 A.M., "and by running it in connection with the 7-15 P.M. goods' train from Madras, which "might be timed to start an hour earlier, if necessary; and (2), by in like manner changing into a night-goods' train the one which now leaves Cuddapah for "Arconum at 5 A.M., and by running it in connection with the train which "now leaves Tadputri at 1-30 P.M., and which might then be timed to start some "three hours later".

15. The Agent's reply gives cover to another report† from the Traffic Manager, in which Mr. Church states that he considers the arrangement previously proposed by him, namely, the establishment of a special postal service between Arconum and Cuddapah, to be the most convenient and economical mode of carrying

† No. 93-A, 13th April 1869.

out the wishes of Government. He objects to my proposal to alter the present day-goods' trains into a night-goods' trains for two reasons: first, because it is not "desirable to carry by night-trains Railway material and cotton;" and, second, because "it is equally undesirable to perform shunting at night at roadside-stations "which would be inevitable, as the whole 'local' goods-traffic between Tripatty and "Cuddapah is now carried by the day-trains, and should have to be carried at night, "there being no other trains by which the work should be performed".

16. With regard to the first objection, it will be seen from the second paragraph of the same report that the only difficulty in the way of carrying Railway material by night has reference to rails alone, and arises from the length of the rails, which prevents them from being carried entirely inside the trucks, so that they are liable to shift; and this risk would be enhanced at night, as any displace-"ment of the rails could not be easily detected". A return furnished by the Agent shows that, during the year 1868, out of 29,292 tons of Railway material conveyed on the North-West Line, there were only 7,503 tons of rails; so that 21,789 tons, or nearly three-fourths of the whole amount, could have been carried as easily and as safely by night as by day. The objection to carry cotton by night is represented to be that it is always liable to be set on fire, and that the difficulty of extinguishing it at night would be considerably greater than during the day. I think it might be fairly questioned whether cotton would be as liable to be set on fire by night as by day; but setting that aside, it should be borne in mind that during last year a small proportion only of cotton was conveyed by the regular goods' train on the North-West Line. I regret that the Agent is unable to give the exact quantities carried respectively by ordinary trains and by extra trains; but there can be no doubt that the bulk of the cotton-traffic was carried independently of the regular goods' train-service. It should also be borne in mind that the establishment of presses at Ghooty, Bellary, and other places, will enable the Railway Company to exact a prohibitory rate for the carriage of unpressed cotton, and the chance of fires will thus be greatly reduced, if not altogether averted.

17. With regard to the second objection, I subsequently asked the Traffic Manager to state whether, in the event of the establishment of a night-train on the North-West Line with first and second class carriages attached, there would, in his opinion, be any objection to the local goods' traffic between Triputty and Cuddapah being conveyed by the 6-30. A.M. train from Madras. In reply, Mr. Church explained that the only effect would be to detain the 6-30. A. M. train 65 minutes longer on the journey—that its speed is now 19 miles per hour—but that if local goods were to be conveyed by it in the manner suggested, the speed must be reduced to 15 miles per hour between Triputty and Cuddapah. I regret that the Agent is unable to give the amount of the local goods' traffic between Triputty and Cuddapah; but it must be very small; and I cannot think that, in the event of the establishment of a night-train service, there would be any difficulty in the way of its being carried by the 6-30 A.M. train, as suggested.

18. It therefore seems that the two objections cited by the Traffic Manager against the change* above suggested by me may be held to be not altogether insuperable; and in the event of the Government still being of opinion that the mails

* In paragraph 14.

between Madras and Bombay should be carried by night on the North-West Line, I submit, that there are at least two modes in which it can be carried into effect, namely:—

Between Madras and Arconum, 42 miles.	By 7-15 P.M. goods' train.	By 7-15 P.M. goods' train.
Between Arconum and Cuddapah, 119 miles.	By special postal train.	By 7-30 A.M. goods' train changed into 10-15 P.M. goods' train.
Between Cuddapah and Ghooty, 96 miles.	By present 6-45 A.M. train.	By present 6-45 A.M. train.

I beg here to repeat that the suggestion thrown out by me are made without the slightest intention of dictating to the Railway Company regarding their traffic arrangements. My sole object is to show to the Government a mode in which effect can be given to their views with respect to the mail-service, without undergoing the heavy cost of a special postal train daily between Arconum and Cuddapah.

19. When I before addressed you on this subject, it did not seem necessary to allude to the great benefit which the establishment of a night-train service on the North-West Line would confer upon travellers; but as this point has of late been repeatedly pressed on my attention, I think it right to refer to it. The route taken by the Railway from Arconum northwards passes through the hottest tracts in Southern India, and during part of the year the heat experienced in the trains is almost past endurance. In the case of invalids it is certainly sufficient to imperil life. Before the construction of the Railway no person travelling in the hot weather along this route ever dreamt of making his journeys, except at night or in the cooler parts of the day; and now that the Railway has monopolised all means of locomotion, it certainly seems not unreasonable on the part of the public to expect that the Railway will give them opportunities, during the hot months at least of making their journeys at night.

From the Postmaster-General, Madras, to the Consulting Engineer for Railways, dated Madras, 5th April 1869, No. 141-59.

WITH reference to your letter, No. 172, dated 31st ultimo, enclosing a copy of the Proceedings of the Madras Government, Public Works Department, of the 22nd ultimo, I have the honour to enclose, for the information of Government, a copy of my letter to the Director-General of the Post Office, proposing to defer the opening of the new line to Bombay until November, and of his reply approving of my proposal.

Copy of letter from the Postmaster-General, Madras, to the Director-General of the Post Office, No. 257-1,733, *dated* 12*th March* 1869.

WITH reference to my telegram of 11th instant, I have the honour to state, that when I proposed opening the new line between Ghooty and Sholapore in April, I had been led to believe that the Madras Railway would by that time be extended from Tadpatry to Ghooty.

2. In a letter from the Consulting Engineer for Railways of the 17th ultimo, I was informed that this would probably not take place before July.

3. I was still in hopes that I might be able to make some arrangement with the Railway Contractor to carry the mails between Tadpatry and Ghooty, and so open the line before the rains.

4. In this I have been disappointed; the Contractor declines undertaking the service.

5. Mr. Bonafacio has represented to me, that if we should attempt to open the line after the setting in of the rains, the loss of horses would be very great, and the difficulty of keeping up any moderate speed would be extreme, and I am convinced that he is right.

6. Under these circumstances, I have no doubt as to the propriety of deferring the measure till after the rains.

7. In November next when the rail will certainly be open to Ghooty, we shall be carried by it over thirty miles of bad road, crossed by the Pennar river, and five considerable nullahs. By that time also I have reason to believe, from a letter I have received from the Contractors on the Great India Peninsular Railway, that I shall be able to arrange with them for the carriage of the mails from Sholapore to Boree bridge, perhaps to Goolburgah, although they also decline undertaking any duty of the kind at present.

8. By the end of this year, I understand, the Madras Railway will be further extended to Adoni, and about the middle of next year the Great India Peninsular Railway will be open to Goolburgah.

9. After that I believe there will be no extension on either side for a considerable time.

10. I submitted for the consideration of the Madras Government the suggestion contained in your letter, No. 3,097, of the 14th November 1868, regarding the running of the night-trains on the North-West Branch of the Madras Railway, and the Consulting Engineer for Railways has recommended that night-trains should be run in addition to the present day-trains. The Agent for the Railway objects, and the Government have not yet, as far as I am aware, given any orders on the subject.

11. With reference to your telegram of the 5th instant, I am making further careful inquiries, and hope that I may be able to reduce the proposed cost of the new line, in which case I will prepare a revised tabular statement.

12. I fear it will be impossible to use horses north of the Kistna.

Copy of a docket from the Director-General of the Post Office, to the Postmaster-General, Madras, No. 4,620, dated 23rd March 1869.

Telegram.—I approve of your proposal to defer change of Madras route.

COPY forwarded to the Postmaster-General of Madras, in reply to No. 257-1,733, dated 12th March. Every endeavour should be made before November next to arrange for the conveyance of mails by trolly or otherwise between Sholapore and Boree bridge, and to have all the other arrangements completed, including the proper timing of the trains on the Madras and Bombay sides.

From the Consulting Engineer for Railways, to the Agent and Manager of the Madras Railway Company, dated Madras, 10th April 1869, No. 147.

IN acknowledging the receipt of your letter, dated the 9th instant, No. 158, I have the honour to express my regret that the full report from the Traffic Manager, which accompanied it, was not submitted when he addressed you on the 25th January.

In paragraph 14 of letter, No. 88C, 8th April 1869.

2. I request that you will ask Mr. Church to be so good as to explain his reasons for stating that he would hesitate to carry, by the proposed night-trains, either railway material or cotton. I beg that you will also be so good as to let me know whether either railway material, cotton, or "local" goods, have ever been conveyed by night-trains on the South-West Line, or between Erode and Coimbatore by the 7 A.M. train from Madras.

3. In paragraph 15 of his letter to you Mr. Church states "that night-trains were not introduced on the South-West Line until 1st February 1864". I request that you will be so good as to let me know whether trains were not run by night on the North-West Line before that date.

Letter to your address, No 319, 20th May 1862.
Your reply, No. 363, 26th May 1862.

A reference to the correspondence marginally noted makes me think that Mr. Church is mistaken.

4. I have also to request that you will be so good as to take into consideration the possibility of attaining the object desired by Government, (1), by changing into a night-goods' train the one which now leaves Arconum for Cuddapah at 7-30 A.M., and by running it in connection with the 7-15 P.M. goods' train from Madras, which might be timed to start an hour earlier, if necessary; and, (2), by in like manner changing into a night-goods' train the one which now leaves Cuddapah for Arconum at 5 A.M., and by running it in connection with the train which now leaves Tadputri at 1-30 P.M., and which might then be timed to start some three hours later.

5. In throwing out these suggestions, I beg that I may not be understood to entertain any idea of dictating to you, or of prescribing the number and the order of the trains on the Madras Railway. I most emphatically disclaim any such wish or intention. The Government have expressed their decided opinion that the time has arrived when a night-service of trains may, with advantage, be introduced upon the North-West Line; and I feel sure that they may rely upon you to state how, in your opinion, this change, fraught as it will be with so much public advantage, can most conveniently and most economically be carried into effect.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 13th April 1869, No. 174.

I HAVE the honour to submit, in accordance with the request contained in your letter of the 10th instant, No. 147, a further report* from the Traffic Manager, explaining his reasons for stating that he would hesitate to carry, by the proposed night-train, either railway material or cotton, and replying, generally, to the questions about which you desired information, and which I trust will be satisfactory.

* No. 93, dated 13th April 1869.

2. I have very carefully considered with the Traffic Manager the possibility of attaining the object desired by the Government, as explained in paragraph 4 of your communication under reply, and am inclined to concur with Mr. Church in thinking that the proposition contained in paragraph 16 of his letter, No. 88, of the 8th instant, and referred to in paragraph 4 of his report of this date, is the most desirable, inasmuch as by its adoption several of the existing trains run by the Company could be utilized, and by this means, as it appears to me, a night-service of trains could most conveniently and economically be carried into effect.

3. I shall, however, be quite prepared to give effect to any other arrangement which the Government may desire me to put in force.

From the Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 13th April 1869, No. 93-A.

Mail Route between Madras and Bombay.

ADVERTING to paragraph 1 of the Consulting Engineer's letter, dated the 10th instant, No. 147, I would observe that the suggestion to make such an important change in our train-service, as that contained in Major Shaw Stewart's letter,† dated the 16th December 1868, No. 411, seemed to call for nothing more than a very decided expression of opinion on my part; and it was only on the receipt of the Order of Government, No. 952, dated 22nd March 1869, passed upon the representation of the Consulting Engineer, that something more appeared to me to be necessary to satisfy the Government that my opinion had not been hastily formed or capriciously expressed.

† Paragraph 4.

2. My objection to carry railway material or cotton by the proposed night-trains over the North-West Line is on the score of safety. The haulage of heavily-laden wagons of rails, extending beyond both ends of the waggon, is at all times attended with some risk, as the rails are liable to shift, and this risk would be enhanced at night as any displacement of the rails could not be easily detected. With the greatest care cotton is liable to be set on fire, and the difficulty of extinguishing it at night would be considerably greater than during the day time. I am not prepared to say that railway material or cotton have *never* been conveyed by night-trains on

the South-West Line; but I can safely state that such a measure has been very exceptional. With regard to "local" goods, I can positively state, that since my return from England in September 1864, the loads of night-trains have been restricted to "through" goods consigned to Bangalore, Salem, and stations west. With this exception, that, in the event of an insufficiency of "through" goods to make up a full load, North-West Line "local" goods are attached to the trains, and detached at Arconum, and "local" goods consigned to Vellore, but at no other stations between Madras and Salem, is any shunting performed by the night-trains carrying passengers, except at Arconum, Vellore, and Jollarpett. As a rule, "through" goods *only* are carried by the 7 A.M. train from Madras between Salem and Coimbatore, the whole of the "local" traffic being performed by the goods' trains which are run by day.

3. With reference to paragraph 3 of Consulting Engineer's letter, I would submit that my assertion "that night-trains were not *introduced* on the South-West Line until the 1st February 1864," is strictly correct, and that the running of a solitary night-train for a specific purpose in the year 1862, can scarcely be construed to mean "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, &c."

† Paragraph 12 of Consulting Engineer's letter to Government, No 43, dated 10th February 1869

4. The draft time-table submitted with my letter, No. 88C., exhibits the only mode I can suggest of "attaining the object desired by the Government". It provides for a through-service between Madras and Ghooty, a distance of 257 miles, at the minimum of cost to the Government; that is to say, the ordinary night-goods' train between Madras and Arconum, and the day mixed trains between Cuddapah and Ghooty could be utilized for the "through" service, leaving the distance between Arconum and Cuddapah *only* (119 miles) to be worked and paid for as a special service. The present day-goods' trains between Arconum and Cuddapah cannot be converted into night-trains, if, as I believe, the Government will agree with me in thinking—

First, that it is not desirable to carry by night-trains railway material and cotton, for the reasons stated in paragraph 2 of this letter;

And, secondly, that it is equally undesirable to perform shunting at night at roadside-stations, which would be inevitable, as the whole of the "local" goods' traffic between Terupetty and Cuddapah is now carried by the day-trains, and would have to be carried at night, there being no other trains by which the work could be performed.

5. It may be well to observe that 7-15 P.M. is the earliest time at which the goods' train could start from Madras. Goods are received from the public for conveyance by this train up to 5 P.M., and it is very difficult, indeed, to get the goods loaded and the train marshalled in time to start even at 7-15 P.M.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 9th April 1869, No. 158.

I HAVE the honour to acknowledge the receipt of Order of Government, No. 952, dated the 22nd ultimo, in which I am directed by His Excellency in Council to adopt early measures for establishing a night-service of trains on the North-West Line in the manner indicated; but before taking any action in that direction, I beg to submit, for the consideration of Government, a very full and able report from the Traffic Manager on this important subject.

2. The facts furnished by Mr. Church, and the conclusions arrived at by him, are so convincing that I trust that His Excellency the Governor in Council will be pleased to pause before he orders a change to be effected in our system of working which can only result in a very serious loss to the Company.

3. Paragraph 12 of Mr. Church's report shows beyond question that the Officers of the Railway were justified in arriving at the sum of Rupees 6,000, dealt with in paragraph 3 of the Order of Government; and His Excellency the Governor in Council will be able to satisfy himself,

that the estimate of the expense of running night-trains has been under-estimated, instead of having been, as the Order remarks, "greatly, though unintentionally, exaggerated".

4. I trust that it will be apparent from Mr. Church's report that the trains now run on the North-West Line are not only sufficient, but are calculated to afford the greatest possible facility for the conduct of the traffic in passengers and goods; and this being the case, it appears to me, that if the Government require additional trains to be run, with a view to the more rapid transmission of the mails, and especially those to and from Europe, they should be provided under the conditions of the Despatch from the Government of India, dated Simla, the 4th August 1868, No. 850-R.

5. I am quite prepared to give effect to any Order the Government may be pleased to pass on the subject; but placed as I am here by the Railway Board of Directors to conduct the operations of the Railway with efficiency and economy, and feeling satisfied from the statistics furnished by the Traffic Manager, that if a night-service of trains is established on the North-West Line, a very serious loss will result, I consider it incumbent on me to inform the Government, with every respect, that if I give effect to the service of trains in the manner indicated by the Consulting Engineer, in his letter of the 10th of February, No. 43, I must do so without prejudice to any legal claim, which this Company may have upon the Government, for loss of revenue consequent upon the running of an unnecessary service of trains.

6. In conclusion, I would remark that it appears to me that much time, labour, and misconception, would have been avoided, had you called upon me for an explanation of any figures, about the accuracy of which you had any doubt; and bearing in mind the relationship which exists between the Consulting Engineer's Office and the Railway, this course would not have been attended with any trouble.

From the Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 8th April 1869, No. 88C.

Mail Route between Madras and Bombay.

WITH reference to Order of Government, No. 952, of 22nd March, in which the Railway Company is directed to adopt early measures "for establishing a night-service of trains on the North-West Line in the manner indicated," I would venture to make the following observations before so important a change in our train-service, as that proposed by the Consulting Engineer, is carried into effect.

2. I understand from paragraphs 2 and 7 of the Consulting Engineer's letter to Government, No. 43, of the 10th February, that the trains now leaving Madras at 2-15 P.M., arriving at Vellore at 7-40 P.M. and Tirupetty at 8-0 P.M. and the trains leaving Vellore at 6-30 A.M. and Tirupetty at 6 A.M. arriving at Madras at 11-40 A.M. are to be discontinued, in order to reduce the "extra mileage, which the introduction of through night-trains would entail, from 25,000 in the half year, as estimated by the Traffic Manager to about 17,000," and that to compensate third class passengers for the loss of the facilities now afforded by these trains, the goods' train between Arconum and Cuddapah should leave Arconum at 12-30 P.M. in connection with the 9-10 A.M. train from Madras instead of at 7-30 A.M. But it is not very clear how the Consulting Engineer arrives at this saving of 8,000 train miles in six months.

3. If, as I have supposed, the two trains above referred to are to be discontinued between Madras and Vellore and Tirupetty, the saving in train-miles would amount to 36,600, thus the distance from Madras to Vellore is 81 miles and Arconum to Tirupetty 41 miles; 122 miles each way daily would give (exclusive of Sundays) about 6,100 train miles per mensem, or 36,600 miles for the six months. On the other hand if it is intended to discontinue the two trains between Arconum and Tirupetty *only*, the saving would be $41 \times 2 \times 25 = 2{,}050$ per mensem, or 12,300 in the six months. In the absence of the copy of the Railway Guide which accompanied the Consulting Engineer's letter, (referred to in paragraph 8), it is very difficult to say what the proposed alterations really are. I will, however, deal with both cases.

* Week days only.

4. The accompanying statements exhibit the number of third class passengers carried by the 2-15 P.M. train from Madras to Vellore and by the corresponding train from Arconum to Tirupetty, and the number of third class passengers carried by the 6-30 A.M. train from Vellore and corresponding 6 A.M. train from Tirupetty to Madras, during the month of January last. The number of passengers using these trains, as shown by these statements, will not fail to convince the Government that the trains are exceedingly popular with Native travellers. Whether their withdrawal would damage the local passenger-traffic or not *may* be a matter of opinion, but that the existence of these trains conduces very considerably to our revenue is a matter of fact, and it will be for the Government to say whether it is desirable to risk a change of service in dealing with so very sensitive a traffic as third class passengers.

5. It will be seen from these statements that the number of passengers conveyed by both trains during the month of January was 16,898, equivalent to 11·88 per cent. of the total* third class passenger-traffic of both lines; in other words, over 18 per cent. of the open mileage; these two trains *alone* conveyed nearly 12 per cent. of the third class passenger-traffic. I will first consider the traffic on the Main or South-West Line, conveyed by the 6-30 A.M. train from Vellore, and 2-15 P.M. train from Madras; and, secondly, the traffic on the Branch or North-West Line conveyed by the 6 A.M. train from Tirupetty and 5-30 P.M. train from Arconum.

* South-West Line,...	Rupees	109,198
North-West Line,...	,,	33,015
	Total ...	142,213

6. On the Main Line the total number conveyed was 11,416. The trains are so arranged that a passenger leaving Vellore and stations *east* in the morning can get into Madras at 11-40 A.M., transact his business, and return to his home on the same day by the 2-15 P.M. train from Madras. In the same way a passenger can get from Vellore to Conjeveram and back in one day; from Vellore to Tirupetty and back in one day; and from Tirupetty to Madras and back in one day; and passengers leaving Arcot and Vellore in the morning can reach Cuddapah and Tadputri the same day, and *vice versa*. Facilities of this kind must be great inducement to make use of the Railway, and they are well adapted to the conservative habits of the Natives, many of whom object to be absent from their homes even for a night. The withdrawal of these trains would deprive third class passengers of the means of getting from the Mofussil, west of Arconum, to Madras and returning the same day; or from Arcot and Vellore to Conjeveram and back in the same day; or from Arcot and Vellore to Tirupetty and back in the same day; and passengers proceeding from Arcot and Vellore to Cuddapah and Tadputri, and *vice versa*, would be compelled to halt for a night at Arconum, thus prolonging their journey at least twelve hours each way. But, irrespective of the convenience of Mofussil passengers, the Railway Company can scarcely be said to be doing itself or the public justice by arbitrarily fixing the departure of the last third class train from a large city like Madras at 9 A.M., as proposed by the Consulting Engineer. If, however, in the face of these objections, Government determine to approve of Major Shaw Stewart's proposal, we shall have to consider how the goods' traffic, now carried by these trains, is to be conducted, as the withdrawal of the passenger-carriages will only effect a saving of one train each way per week.

7. We now come to the second point, *viz.*, the traffic on the Branch or North-West Line, carried in connection with the Main Line trains above referred to. It will be seen that the total number of passengers conveyed by these trains during the month of January was 5,452. These trains are so arranged that a passenger leaving Tirupetty and stations *south* in the morning can reach Vellore, Conjeveram, or Madras, transact his business and return to his home the same day: the number of such travellers in January was 1,843. The service also enables a passenger leaving Tirupetty in the morning to reach Bangalore, Salem, or Coimbatore, in *one* day, and *vice versa*, and the number of these passengers booked direct in the month of January was 905, while the number re-booked at Arconum was nearly as many more. The "local" traffic between Tirutany and Tirupetty amounted to 1,843 passengers. The withdrawal of these trains would prevent a passenger, say, from Tirupetty visiting Madras, Conjeveram, or Vellore, and returning the same day; it would also compel a passenger going from Tirupetty to Bangalore, Salem, or Coimbatore, and *vice versa*, to halt at Arconum for a night, prolonging his journey twenty-four hours each way, and it

Proceedings of the Madras Government, Public Works Department,
10th July 1869.

would stop the "local" traffic entirely. The Consulting Engineer's proposal to alter the time of departure of the present goods' train from Arconum from 7-30 A.M. to 12-30 P.M would not meet *any* of these objections, to say nothing of the goods' traffic which must be provided for. The present local trains between Arconum and Tirupetty carry the bulk of the firewood-traffic, which is considerable, from Tirupetty, Pottoor, and Poody; and the withdrawal of the passenger-carriages now attached to these train would only effect a saving of about one train each way per week.

8. Thus we find that the withdrawal of the passenger-carriages from the main line trains might effect a saving of 162 miles per week, equivalent to 648 miles per mensem, or 3,888 miles in six months; and that the withdrawal of the passenger-carriages from the Branch or North-West Line trains might effect a saving of 100 train miles per week, equivalent to 400 miles per mensem, or 2,400 miles in six months; so that all we could possibly effect, by the Consulting Engineer's proposal, would be a saving of 1,048 train miles per mensem, or 6,288 miles in six months; while on the other hand, 16,898 passengers would be deprived of the facilities of railway-travelling now extended to them, and it is only reasonable to suppose that the passenger-traffic would be very seriously affected.

9. Under this explanation, Government will probably consider it inexpedient to interfere, in any way, with the present service of trains, and if so, "the extra mileage which the introduction "of through night-trains would entail" *cannot* "be reduced from 25,000 in the half-year, as "estimated by the Traffic Manager, to about 17,000".

10. We now come to the question of expenditure. The Consulting Engineer in paragraph 13 expresses his opinion "that the Railway authorities have unintentionally magnified the probable "expense;" and he arrives at this conclusion, because he is unable to reconcile the estimate made by the late Agent and Manager, Mr. Fletcher, in 1861, of the cost of running a night-train between Madras and Salem (206 miles) with the estimated cost now put forward of running a night-train between Arconum and Cuddapah (120 miles). The two estimates are perfectly consistent, but were framed under somewhat different circumstances.

11. It will be seen on referring to the then Consulting Engineer's letter, No. 264, of the 18th March 1861, that the Railway Company was asked whether the "day" goods' train could not be converted into a "night" goods' train, and Mr. Fletcher, after stating* the extra cost in the Engineering and Traffic Departments of running a night-train, added: "in the Locomotive Department the difference of cost between running a "train by day and by night will be almost inappreciable, as it would not necessitate any increase of "staff" clearly showing that it was simply a question of the cost of running the goods' train by night instead of by day.

* Agent and Manager to Consulting Engineer, No. 362, of 16th April 1861

12. The estimate lately placed before the Government was for an *additional* train, and to be run at night, between Arconum and Cuddapah, where no night staff is at persent employed, and the following figures will, I hope, convince the Government that there was no intention on the part of the Railway Company to exaggerate the cost of this special service.

Estimate of the monthly cost of a night-train, each way daily, between Arconum and Cuddapah, (see Traffic Manager's letters, No. 190, dated 25th January 1869.)

			Rs.	A.	P.
Engineering Department.—Watchmen and oil for do., ...			964	8	4
Traffic Department	Pointsmen, ...		152	0	0
	Gatemen, ...		126	8	0
	Guards, ...		270	0	0
	Signallers, Clerks, and Porters, ...		300	0	0
	Oil for stations and trains, ...		398	9	0
Locomotive do.	Locomotive power, 7,140 Ms. at 8, ...		3,570	0	0
	Cost of night-watermen and fuelmen, ...		450	0	0
		Total ...	6,141	9	0
		Say ...	6,000	0	0

so far from the cost being unintentionally exaggerated, I regret to find that it has been underestimated, as the following figures will show :—

	Rs	A.	P.
Engineering Department (as per Chief Engineer's letter No. 295, copy annexed, ...	975	9	0
Traffic do. as above, ...	1,156	9	0
Locomotive do. (as per Acting Locomotive Superintendent's letter No. 615, copy annexed, ...	5,000	0	0
Total ...	7,132	2	0

The increased cost in the Locomotive Department is fully explained in Mr. Collinson's letter above quoted.

13. I will now explain why none of the present day-trains on the North-West Line can be converted into night-trains. As it is generally admitted* that the conversion of the present day passenger-train into a night-train is most undesirable, I will only remark that these trains carry passengers and "through" goods *only* that railway material cannot be carried in a north-west direction; that as far as possible we refrain from carrying cotton in a southerly direction, and that no shunting is performed by these trains at roadside-stations. The local trains between Arconum and Tirupetty have been already dealt with in paragraphs 7 and 8 of this letter. By the goods' trains between Arconum and Cuddapah, railway material and goods for stations between Tirupetty and Cuddapah are carried north and cotton and general merchandise in a southerly direction; and these trains perform all the shuntings at roadside-stations between Tirupetty and Cuddapah.

* Paragraph 2, of Consulting Engineer's letter, No. 43, 10th February.

14. By the proposed night-train, I should hesitate to carry either railway material or cotton, and it is very undesirable for many reasons to carry "local" goods, as they would involve "shunting at night" at roadside-stations. So that the only way in which a night-train on the North-West Line could be utilized would be by carrying "through" merchandise traffic from Madras to Cuddapah and stations north, and from those stations to Madras; but as the whole of this traffic is now carried easily by the day through-trains, and there is no prospect of any immediate expansion of the traffic. Certainly not such as would justify the running of a night-train at an additional cost of Rupees 7,000 per mensem; it is not difficult to see that the proposed night-train would be invariably run with one Post Office van, one composite carriage, and one brake van, and would be virtually a special postal train, and as such, I would respectfully submit, should be paid for under the ruling of the Secretary of State, as set forth in his Despatch, No. 82, dated 15th November 1867.*

Vide G. O. 2,778, 21st August 1869.

15. It may be well to mention here incidentally, with reference to the following part of paragraph 12 of the Consulting Engineer's letter, "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 authori-"ties" that night-trains were not introduced on the South-West Line until 1st February 1861, and that any discussion at the present time whether they have been worked at a loss or not would scarcely be of any value; at any rate, it is not my intention to excite the indignation of the public by recommending their withdrawal, but at the same time my unwillingness to take such a step cannot be held as an argument for running similar trains on the North-West Line.

* 1861.

16. In order to carry out the orders of Government, I beg to submit a draft time-table, showing how a special postal train could be worked at night between Madras and Cuddapah. It is proposed to utilize the "goods" trains between Madras and Arconum, and thus save the Postal Department the expense of a direct train *all* the way; but it will be impossible to give effect to the arrangement until the opening of the line to Ghooty, as the number of spare Pointsmen now employed is only sufficient to meet the ordinary contingencies of the service, and it will take at least two months to drill new hands.

From the Chief Engineer, to the Traffic Manager of the Madras Railway Company, dated Madras, 2nd April 1869, No. 295.

Yours No. 2,269C.

The cost to this department of running a night-train between Arconum and Cuddapah will be as follows :—

	Rs.	A.	P.
Watchmen 121, at 7-8 per month, ...	907	8	0
3 lbs. of cocoanut-oil per man per month, 121 × 3=363 lbs., at 3 Annas per lb., ...	68	1	0
Cost per mensem, ...	975	9	0

From the Acting Locomotive Superintendent, to the Traffic Manager of the Madras Railway Company, dated Perambore Works, 6th April 1869, No. 615.

With reference to mine, No. 605, dated yesterday, and your inquiry of same date, I beg to explain that the estimated cost of running the proposed night-trains on the North-West Line was arrived at as follows :—

2. Between Madras and Cuddapah, both ways, the distance run daily would be 322 miles, which at 10 Annas per mile, and for thirty days, comes to Rupees 6,037-8-0 per mensem. I added Rupees 462-8-0 for extra water and fuelmen and for general contingencies, making the total cost Rupees 6,500 per mensem.

3. I do not think it would be prudent to base a calculation of this kind upon a lower rate than ten Annas per mile for I find the cost of running and repairs on the North-West Line for the half-year ending December last was 9 Annas 8·88 Pies per mile, while in August, when coal and coke were chiefly used, the cost went up to 11 Annas 2·49 Pies per mile, and in the half-year ending June 1860 it was 9 Annas 9·74 Pies.

4. In the half-year ending December 1867 the cost per mile was only 7 Annas 7·94 Pies, but owing to the increased rate of seigniorage now paid on our firewood, I do not expect to see it again much, if any, lower than it was during the whole of 1868. If anything, the rate exhibits a tendency to rise, and therefore I have assumed 10 Annas per mile as the probable future cost.

5. The amount given in my letter above quoted, as the probable cost of a night-train both ways between Arconum and Cuddapah was, for these reasons, estimated to be Rupees 5,000.

MADRAS RAILWAY.

Draft Time-Table of Postal Night-Trains between Madras and Ghooty.

North. Stations.		P.	M.	South. Stations.		P.	M.
Madras	Dep.	7	15	Ghooty	Dep.	2	30
Arconum Junction. ..	Arr.	10	0	Royalcherroo		3	15
Do.	Dep.	10	15	Tadputri		4	5
Naggery	...	11	15	Kondipuram		5	0
Poody	...	12	20	Moodanoor		5	45
Tirupetty	Arr.	12	40	Yerragoontla		6	20
Do.	Dep.	12	50	Camalapoor		6	50
Codoor	Arr.	2	20	Cuddapah	Arr.	7	30
Do.	Dep.	2	30	Do.	Dep.	8	0
Reddypully	...	3	13	Wontimetta		8	50
Nundalore	...	4	3	Nundalore		9	27
Wontimetta	...	4	40	Reddypully		10	17
Cuddapah	Arr.	5	30	Codoor	Arr.	11	0
Do.	Dep.	6	0	Do.	Dep.	11	10
Camalapoor	...	6	49	Tirupetty	Arr.	12	40
Yerragoontla	...	7	20	Do.	Dep.	12	50
Moodanoor	...	7	53	Poody		1	10
Kondipuram	...	8	41	Naggery		2	15
Tadputri	...	9	38	Arconum Junction	Arr.	3	15
Royalcherroo	...	10	29	Do.	Dep.	3	25
Ghooty	Arr.	11	20	Madras		6	0
		A.	M.			A.	M.

Madras,
8th April 1869.

(True Copy.)

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

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

MADRAS RAILWAY.

Statement showing the number of third class passengers conveyed by the 2-15 P.M. Train from Madras to Vellore and by the corresponding 5-30 P.M. Train from Arconum to Tirupetty for the month of January 1869.

From	Perambore.	Avady.	Tinnanore.	Trivellore.	Cudumbatore.	Chinnamapett.	Arconum.	Tirutany.	Naggery.	Puttoor.	Poody.	Tirupetty.	Sholinghur.	Arcot.	Tiruvellum.	Vellore.	Total.
Jollarpett	...	...	...	...	...	...	...	19	...	...	...	...	...	...	...	...	19
Bangalore	...	...	..	...	...	...	...	...	...	...	...	277	...	...	...	...	277
Tripatore	...	...	...	...	..	...	...	4	...	...	...	17	...	...	...	...	21
Salem	...	...	...	...	...	...	...	...	...	...	...	96	...	..	...	...	96
Madras ...	121	116	176	492	57	43	413	267	24	24	4	125	56	281	4	275	2,478
Perambore 121	198	211	290	67	31	232	33	9	6	5	36	21	108	2	120	1,369	
Avady 314	31	69	6	4	55	...	...	...	...	...	2	13	...	8	188		
Tinnanore 418	71	11	3	30	...	...	...	...	...	9	4	...	3	131			
Trivellore 922	33	17	241	96	...	6	...	56	9	49	2	39	548				
Cudumbatore 174	5	36	...	...	...	...	...	1	2	...	5	49					
Chinnamapett 103	68	...	...	...	...	...	...	1	15	3	6	93					
Arconum 1,075	295	80	78	32	374	84	342	21	306	1,612							
Tirutany 714	64	114	36	105	...	...	...	...	319								
Naggery 177	44	53	36	...	...	...	...	133									
Puttoor 272	112	64	...	...	...	...	176										
Poody 242	9	...	...	...	...	...	9										
Tirupetty 1,193	...	...	...	...	...	...	...										
Sholinghur 183	95	2	45	142													
Arcot 903	22	458	480														
Tiruvellum 56	81	81															
Total 1,846	8,221																

	RS.
Main Line passengers,... ...	5,621
Branch or North-West Line, ...	2,600
Total...	8,221

MADRAS,
8th April 1869.

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

(True Copy)

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

MADRAS RAILWAY.

Statement showing the number of third class passengers conveyed by the 6-30 A.M. Train from Vellore, and by the corresponding 6 A.M. Train from Tirupetty to Madras, for the month of January 1869.

From	Tiruvellum.	Arcot.	Sholinghur.	Stations beyond Tirupetty.	Tirupetty.	Poody.	Puttoor.	Naggery.	Tirutany.	Arconum.	Arcot.	Vellore.	Jollarpett.	Bangalore.	Tripatoor.	Salem.	Chinnamapett.	Cudumbatore.	Trivellore.	Tinnanore.	Avady.	Perambore.	Madras.	Total.
Vellore...	120	435	28	51	79	...	26	14	34	133	...	...	...	...	...	...	5	3	43	6	20	145	228	1,370
Tiruvellum 120	35	16	...	...	...	...	...	...	...	29	..	...	...	...	...	...	...	...	...	...	...	3	30	113
Arcot 470	60	88	68	...	33	45	117	293	...	...	...	...	...	...	...	9	4	67	...	18	67	242	1,111	
Sholinghur 104	139	...	...	...	...	...	...	106	...	..	...	...	...	...	...	1	1	9	5	7	32	58	219	
Tirupetty 147	21	56	25	130	233	78	103	45	262	2	125	...	...	51	...	...	80	161	1,372					
Poody 21	132	52	55	94	...	...	...	...	...	...	...	...	...	...	...	23	23	379						
Puttoor 247	56	107	95	...	...	...	...	...	...	...	...	24	...	...	...	37	40	359						
Naggery 192	108	161	...	...	...	...	...	...	...	...	...	12	...	...	...	37	56	374						
Tirutany 551	352	67	46	58	...	...	...	...	...	...	...	68	...	...	...	83	74	748						
Arconum 1,406	145	149	103	262	2	125	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Arconum 110	30	312	19	58	271	518	1,318																	
Chinnamapett 125	5	15	6	9	67	52	154																	
Cudumbatore 43	17	3	7	56	44	127																		
Trivellore 618	15	68	232	212	527																			
Tinnanore 54	13	187	91	291																				
Avady 200	88	55	143																					
Perambore 1,408	72	72																						
1,976																								
Total 8,677																								

	RS.
Main Line passengers, ...	5,825
Branch or North-West Line, do.	2,852
Total...	8,677

MADRAS,
8th April 1869.

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

(True Copy.)

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

No. 258. From the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 10th June 1869, No. 184 :—

REFERRING to the 17th paragraph of my letter to you, dated the 28th ultimo, No. 172, I have the honour to state that I have learnt from the Agent that the local traffic between Tripetty and Cuddapah amounted, during the month of January 1869, to 1,452 tons. This gives an average of less than 23½ tons daily in each direction, being considerably below the full load for three waggons.

No. 259. ORDER THEREON, 10th July 1869, No. 2,259.

RAILWAYS, No. 23.

IN Proceedings, dated 22nd March 1869, No. 952, the Government approved of certain proposals submitted by the Consulting Engineer for Railways for establishing a night-service of trains on the North-West Line of the Madras Railway, in connection with a change of route proposed by the Postal authorities for expediting the transmission of the mails between Madras and Bombay. Owing to the delay in the opening of the Railway to Ghooty, the alteration in the Postal route has been deferred till November next, and the Consulting Engineer now lays before Government a correspondence which has passed between him and the Agent, since the date of the Orders above quoted, regarding the necessary arrangement of trains to give effect to the Orders of Government.

2. Acknowledging that the recommendations contained in his letter of the 10th February last, No. 43, were founded on imperfect information of the extent and importance of the local passenger-traffic on the North-West Line accommodated by the present day-service of trains, Major Shaw Stewart admits the force of the objections urged by the Officers of the Company to the proposed alteration of that service to facilitate the introduction of night-trains, and accordingly modifies his suggestions to meet as far as possible the views of the Railway officials.

3. Believing that the discontinuance of the present very convenient day-service of trains on the North-West Line, and the substitution of the night-trains suggested by the Consulting Engineer will greatly injure the passenger-traffic of the Railway, the Agent, supported by the Traffic Manager, in strongly objecting to the measure, gives it as his opinion that the proposed night-service may be established in a convenient and economical manner by utilizing, for the carriage of the mails, the 7-15 P.M. goods' train between Madras and Arconum, and by running a special Postal train between the latter station and Cuddapah, from which place the mails may be carried by the present 6-45 A.M. train to Ghooty. By this arrangement, however, the Government will have to bear the heavy cost of a special train between Arconum and Cuddapah, and Major Shaw Stewart therefore is opposed to it, and suggests that the goods' train which now leaves Arconum for Cuddapah at 7-30 A.M. should be changed into a night goods' train and run in connection with the 7-15 P.M. goods' train from Madras. By this means the cost of the requisite night-service would be reduced to a minimum; but the Railway Officers raise objections on the ground that it is undesirable to carry railway material and cotton by night-trains,

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10th July 1869.

and to perform shunting by night at roadside-stations, it not being possible to secure rails very firmly on the trucks, and cotton being liable to fire, which, it is alleged, it would be more difficult to extinguish by night than by day.

4. These objections, though no doubt worthy of consideration, are nevertheless, in the opinion of the Consulting Engineer, not insuperable. He shows that of the whole quantity of railway material sent up the line, not more than one-fourth consists of rails, and he points out that, as far as he is able to judge without exact returns, he believes only a small portion of the cotton brought down the line is conveyed by ordinary goods' train, the great bulk of that article of traffic being carried by extra trains. As regards shunting at roadside-stations during the night, which the conveyance of the local goods' traffic between Tripetty and Cuddapah by night instead of by day-trains would necessitate, Major Shaw Stewart remarks that that traffic is so very inconsiderable as to make this objection of little weight.

5. After careful consideration His Excellency the Governor in Council is of opinion that, as the establishment of a night-service of trains between Arconum and Cuddapah is absolutely necessary to give the requisite accommodation to the Post Office, the object can be effected, with the least inconvenience to the traffic of the Railway and with the least possible expense, only in the manner, or somewhat in the manner, indicated by the Consulting Engineer.

6. The difficulty of stowing rails on trucks so as to prevent all risk from their shifting during transport can, His Excellency believes, be overcome, and the other objections, he is inclined to think, are not of a nature to offer any real danger or impediment to night-traffic under proper arrangements; while, on the other hand, by adopting the Consulting Engineer's proposal, the cost of the necessary night-service will be reduced, as shown in paragraph 11 of Mr. Church's letter of the 8th April 1869, by the charges in the Locomotive Department, which alone, it is observed, are estimated at Rupees 5,000, and will consist of only a small increase to the Engineer and Traffic Departments.

7. Under these circumstances His Excellency the Governor in Council trusts that the establishment of the requisite night-service between Arconum and Cuddapah will be arranged, without difficulty, in such a way as to afford the desired accommodation to the Post Office, at the same time that it may be made advantageous to the public, and, as far as possible, remunerative to the Company.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. F. R. Bantleman.

Statement showing

Railway Department

Coms: Engineers office

No 172.

10

From

Major J.H.C. Shaw Stewart RCE
Coms: Engr: for Railways

To

Colonel L.A. Orr. RCE
Secretary to Government
Public Works Department
Fort Saint George.

Sir,

Upon receipt of the order of Government dated the 22d of March No 952, a copy was sent to the Agent of the Madras Railway Company, with a request that early measures might be adopted for establishing a night service of trains on the North-West line. In reply I received from the Agent a letter which I have the honour to submit for the consideration of Government.

X No 158. 9th April 1869.

2

2 "With his letter Mr Edwin forwards a long Report* from the Traffic Manager, with the opinions contained in which he expresses his general concurrence; and concludes by remarking that in his opinion "much time, labour, "and misconception, would have been "avoided, had I called upon him for an "explanation of any figures about the "accuracy of which I had any doubt, and "bearing in mind the relationship which "exists between the Consulting Engineer's "Office and the Railway, this course would "not have been attended with any trouble."

* No. C/88. 8th April 1869.

3 As these remarks may lead to the inference that I had neglected to obtain from the Agent information which might have been of service to the Government in forming their opinion as to the policy of establishing a night service of trains upon the North-West line, I think it right to mention briefly the circumstances under which my letter* to you upon that subject was written.

* No 48. 11th February 1869.

4 The proposal to run night trains emanated from the Post Office Authorities, and the letter containing it, which was received in this office on the 16th December 1868, was forwarded to the Agent upon the same day, with a request that, as the Post Office Authorities were desirous to carry out the proposed change from the 1st of April, he would favour me with his own opinion and with that of the Traffic Manager at his earliest convenience, so as to enable me to lay the subject before the Government with the least possible delay. After the lapse

From Post Master General. Madras 15th December 1868. No 3874. 1733

11

lapse of more than seven weeks, and after the urgency of the question had been four times brought to the special notice of the Agent, I received his Assistant's letter which I laid before Government on the 10th February. When it reached me the Agent was absent from Madras, and looking to the pressing nature of the subject I did not think that I would be justified in again referring it to him for further consideration, and thus run the risk of a second similar delay in its submission to Government. I accordingly lost no time in laying the question before Government with all the information which I had been able to obtain, and with an expression of my opinion formed upon that information.

× No 42 - 5th Feb: 1869

information.

5

The order of Government quoted at the head of this letter was communicated to the Agent on the 27th March, and as the report of the Traffic Manager is dated the 8th April, I can only express my regret that the valuable information which it contains, and the preparation of which occupied so short a time, was not sooner placed at my disposal.

× No 141/59. 5th April 1869. herewith enclosed.

In a letter which reached me upon the 6th ultimo, I learnt from the Post Master General that, owing to the delay in opening the railway to Goot the carrying out of the proposed change in the postal route between Madras and Bombay had been postponed until November next. This postponement rendered unnecessary the immediate establishment

establishment of night trains, and I have therefore delayed addressing you again upon the subject in the hope that I should have now been able to delimit the question in a complete and satisfactory manner for the decision of Government.— I regret however to say that some of the traffic statistics for which I had asked, and which I hoped would assist in the solution of the question, cannot be prepared under six months.

In my previous letter I stated that I had suggested to the Railway Authorities the possibility of discontinuing certain local trains in the event of the establishment of night trains. The statements now

now submitted by the Traffic Manager show that the passenger traffic carried by these local trains is far from considerable; and Mr. Church gives his decided opinion that any attempt to discontinue them or to alter the time fixed for them would be attended with inconvenience to the public and loss to the Railway.

Mr. Church proceeds to reconcile the apparent discrepancy between the two sums of Rs: 1,600 and Rs: 6,000; the former being the monthly cost, estimated in 1861, of running a night train between Madras and Salem;— and the latter the cost, estimated in 1869, of running a night train between Arconum and Cuddalapah. Mr. Church explains that the latter sum

sum represents the cost of running a night train in addition to the existing train service; while in making the former estimate Mr. Fletcher, the then Agent, dealt with the cost — which would be involved by changing one of the day trains into a night train. The explanation is satisfactory; but a reference to Mr. Fletcher's letter dated the 16th April 1861 shows that the fact is not clearly stated there.

9 Mr. Church further states that by the proposed night trains he would hesitate to carry either Railway material or cotton; and as it is undesirable to carry 'local' goods by night, and the 'through' goods are provided for by the

No. 367.
Vide G.D. No. 672.
11th May 1864.

14

day goods train, he comes to the conclusion that the proposed night trains would invariably be run with one Post Office Van, one composite carriage, and one brake van, and would virtually be a special postal train, and as such should be paid for by the Government under the ruling of the Secretary of State, as set forth in his despatch No. 82, dated 15th November 1867.

10 Mr. Church proceeds to explain that the regular night service on the South-West line was not introduced until the 1st February 1864, and that the only night trains before that time were run under special circumstances.

Stated in subsequent letter to have been three in number.

Mr. Church adds that though he is not at present prepared to assert that the night trains on the South-West line have not been run at a loss, he has no intention to recommend their discontinuance

discontenuance; but at the same time his unwillingness to do so must not be taken as an argument for running similar trains on the North-West line.

11 Mr Chubb concludes his report by recommending, as the best mode of carrying out the wishes of Government, that the 7-15 p.m. Goods train from Madras to Arconum should be attached; and that from Arconum to Gooty such a special postal train should be run daily. The cost which would be thrown upon the Government by this arrangement is not stated; but a time-table is submitted, showing that by leaving Madras at 7-15 p.m. the mails would reach Gooty at 11-20 a.m. on the following day; and that by despatching the mails from Gooty at 2-30 p.m. they would arrive at Madras at 6-0 a.m.

12 The arrangements which were suggested by me to the Agent on the 16th December 1868, and afterwards repeated in my letter to you of the 10th February, were only intended to indicate a practicable mode of carrying out an object of great public interest. They were under put forth as the best mode in which that object could be attained; for that as a matter of course would fall within the province of the Railway Authorities to determine. The Traffic Manager, in his report dated the 25th January 1869, had endeavoured to show that the public would gain little or nothing from the carriage of the mails by night; and it seemed to me desirable to show that the arrangement would not only tend to the

the public convenience, but was in every way practicable. I think however that Mr Schinckel's report of the 8th ultimo may be accepted as showing that the suggestions which I first made are not altogether free from objection.

13 With regard to the arrangements recommended by the Traffic Manager, I think that so far as they refer to the utilization of the 7-15 p.m. Goods train between Madras and Arconum, they are unobjectionable. When however he proceeds to recommend that for the distance between Arconum and Cuddapah a special postal train service should be established, I fail to see the necessity for throwing upon Government the heavy expense of a daily special train in each direction. On this point I beg to draw attention to a letter which I addressed to the Agent on the 10th April, and to his reply dated the 13th idem.

*Described above in paragraph 11

№ 147

№ 174.

14 It will be seen that I requested the Agent to take into consideration the possibility of effecting the object desired by Government. "(1)— by changing into a night goods "the one which now leaves Arconum for "Cuddapah at 7-30 a.m. and by running "it in connection with the 7-15 p.m. "Goods train from Madras, which might "be timed to start an hour earlier, if "necessary,— and (2)— by in like "manner changing into a night goods "train the one which now leaves Cuddapah "for Arconum at 5.0 a.m., and by "running it in connection with the

train

"train which now leaves Vadpatrie at
"1-30 p.m., and which might then be
"timed to start some three hours later."

15 The Agent's reply gives
cover to another Report from the Traffic
Manager, in which Mr. Church
states that he considers the arrange-
ment previously proposed by him,
namely the establishment of a special
postal service between Arconum and
Cuddapah, to be the most convenient
and economical mode of carrying out
the wishes of Government. He objects
to my proposal to alter the present
day Goods trains into night goods
trains for two reasons, first because
"it is not desirable to carry by night
"trains Railway material and cotton",
and second, because "it is equally
"undesirable to perform shunting

No 984
12th April 1869

"at night at roadside stations,
"which would be inevitable, as the
"whole local goods traffic between
"Gripetty and Cuddapah is now car-
-ried by the day trains, and should
"have to be carried at night, there being no
"other trains by which the work should
"be performed."

16 With regard to the first
objection, it will be seen from the second
paragraph of the same Report, that the
only difficulty in the way of carrying
Railway Material by night has reference
to rails alone, and arises from the
length of the rails, which prevents
them from being carried entirely in-
-side the trucks, so that they are
"liable to shift, and this risk would
"be enhanced at night as any

displacement

"displacement of the rails could not
"be easily detected." A return furnish-
=ed by the Agent shows that during
the year 1868, out of 29,292 tons of
Railway material conveyed on the
North-West Line, there were only
7,503 tons of rails: of that 21,789
tons, or nearly three-fourths of the
whole amount, could have been carried
as easily and as safely by night as
by day.—— The objection to carry
cotton by night is represented to
be that it is always liable to be
set on fire, and that the difficulty
of extinguishing it at night would
be considerably greater than during
the day. I think it might fairly
questioned whether cotton would be
as liable to be set on fire by night
as by day:— but setting that
aside

aside, it should be borne in mind
that during last year a small propor
=tion only of cotton was conveyed by
the regular goods trains on the North
-West Line. I regret that the Agent
is unable to give the exact quantities
carried respectively by ordinary
trains and by extra trains; but
there can be no doubt that the bulk
of the cotton traffic was carried inde
=pendently of the regular goods train
service. It should also be borne in
mind that the establishment of
presses at Gooty, Bellary, and other
places, will enable the Railway Com=
=pany to exact a prohibitory rate for
the carriage of unpressed cotton, and
the chance of fires will thus be greatly
reduced, if not altogether averted.

17 With regard to the
second

second objection, I subsequently asked the Traffic Manager to state whether, in the event of the establishment of a night train on the North-West line with first and second class carriages attached, there would in his opinion be any objection to the local goods traffic between Injetty and Cuddapah being conveyed by the 6.30 a.m. train from Madras. In reply Mr. Scherer explained that the only effect would be to detain the 6.30 a.m. train 65 minutes longer on the journey, — that its speed is now 19 miles per hour, — but that if local goods were to be conveyed by it in the manner suggested, the speed must be reduced to 15 miles per hour between Injetty and

Cuddapah. I regret that the Agent is unable to give the amount of the local goods traffic between Injetty and Cuddapah; but it must be very small; and I cannot think that, in the event of the establishment of a night train service, there would be any difficulty in the way of its being carried by the 6.30 a.m. train, as suggested.

18. It therefore seems that the two objections cited by the Traffic Manager against the change above suggested by me may be held to be not altogether insuperable: and in the event of the Government still being of opinion that the mails between Madras and Bombay should be carried by night on the North-West line, I submit that there are at least two

modes

In paragraph 14.

modes in which it can be carried into effect, namely:-

Between Madras and Arconum 42 miles	By 7.15 p.m. Goods train	By 7.15 p.m. Goods train
Between Arconum and Cuddapah 119 miles	By special postal train	By 7.30 a.m. Goods train changed into 10.15 p.m. Goods train
Between Cuddapah and Gooty 96 miles	By present a.m. 6.45. train	By present a.m. 6.45. train

I beg here to repeat that the suggestions thrown out by me are made without the slightest intention of dictating to the Railway Company regarding their traffic arrangements. My sole object is to show to the Government a mode in which effect can be given to their views with respect to the mail service, without incurring the heavy cost of a special postal train daily between Arconum and Cuddapah.

When I before addressed you on this subject, it did not seem necessary to allude to the great benefit which the establishment of a night train service on the North-West line would confer upon travellers; but as this point has of late been repeatedly pressed on my attention, I think it right to refer to it. The route taken by the Railway from Arconum northwards passes through the hottest tracts in Southern India, and during part of the year the heat experienced in the trains is almost past endurance. In the case of invalids it is certainly sufficient to imperil life. Before the construction of the Railway no person travelling

travelling in the hot weather along their route ever dreamt of making his journeys except at night or in the cooler parts of the day; and now that the railway has monopolized all means of locomotion it certainly seems not unreasonable on the part of the public to expect that the railway will give them opportunities, during the hot months at least, of making their journeys at night.

Madras
29th May
1869.

I have the honour to be,
Sir,
Your Most Obet Servt
Mountstewart Major RE
Cons: Engr: for Railways

P.W. 1866 Dept.
Letter from Govt for July
From D. No 2271.

The Consulting Engineer
for Railways.

To
The Secretary to Govt
P. W. Dept

Dated 28th July 1869.
Rec'd 31st " "

No 172.
Encls: 4 to

Replying to the orders of Government No 952 of the 22nd March last, regarding the establishment of night-service trains on the North West Line of the Madras Railway.

No 257
dt 12th June 1869. 174

No 2259-10th July 1869

Railway Department

Cons: Engr's Office
J. No 16
22

No 147.

To
The Agent and Manager
Madras Railway Company

Sir,

In acknowledging the receipt of your letter dated the 9th instant, No 158, I have the honour to express my regret that the full report from the Traffic Manager which accompanied it was not submitted when he addressed you on the 25th January.

2 I request that you will ask Mr Ledward to be so good as to explain his reasons for stating that he would hesitate to carry by the proposed night trains either railway material or cotton.

In paragraph 4 of letter dt 8/68. 8th April 1869.

I beg that you will also be so good as

as to let me know whether either railway material, cotton, or "local" goods, have ever been conveyed by night trains on the South-West line, or between Erode and Coimbatore by the 7. a.m. train from Madras.

3 In paragraph 15 of his letter to you Mr. Cheverle states "that night trains were not intro- "duced on the South-West line until "1st February 1864". I request that you will be so good as to let me know whether trains were not run by night on the North-West line before that date. A reference to the correspondence marginally noted makes me think that Mr. Cheverle is mistaken.

Letter to Govt dated 19th May 1862. Govt reply No 968 - 26 May 1862.

4 I have also to request that you will be so good as to take

take into consideration the possibi- -lity of attaining the object desired by Government, (1) by changing into a night goods train the one which now leaves Arconum for Cuddapah at 7. 30. a.m., and by running it in connection with the 7. 15. p.m. goods train from Madras which might be timed to start an hour earlier, if necessary; and (2) by in like manner changing into a night goods train the one which now leaves Cuddapah for Arconum at 5. 0. a. m, and by running it in connection with the train which now leaves Gadpentre at 1. 30. p.m. and which might then be timed to start some three hours later.

5 In throwing out these suggestions, I beg that I may not be understood to entertain any idea

idea of declaring to you, or of prescribing the number and the order of the trains on the Madras Railway. I most emphatically disclaim any such wish or intention. The Government have expressed their decided opinion that the time has arrived when a night Service of trains may with advantage be introduced upon the North-West Line; and I feel sure that they may rely upon you to state how in your opinion this change, framed as it will be with so much public advantage, can most conveniently and most economically be carried into effect.

I have &c

Madras
10th April
1869

(sd) J H M Shaw Stewart Major RE
Cons: Engr. for Railways

(True copy)

J Mun Mercer
Major RE
Cons: Engr. for Railways

C.O. 12/11/69.

No. 174

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 13th April 1869.

From

A. B. Elwin Esqr.
Agent and Manager of the M.R.

To

Major J. H. M. Shaw Stewart RE.
Consulting Engineer for Railways.

SIR,

I have the honor to submit, in accordance with the request contained in your letter of the 10th instant No 147, a further report from the Traffic Manager, explaining his reasons for stating that he would hesitate to carry by the proposed Night Train either Railway Materials or Cotton, and replying generally to the questions about which you desired information, and which I trust will be satisfactory.

× 193 - dated 13 April 1869.

2. I have very carefully considered with the Traffic Manager, the practicability of attaining the object desired by the Government, as explained in paragraph IV of your Communication under reply, and am inclined to concur with Mr Chaves in thinking that the proposition contained in

in paragraph XVI of his letter of 8th instant and referred to in paragraph IX of his report of this date, is the most desirable, inasmuch as by its adoption several of the existing trains now by the Company could be utilized, and by this means, as it appears to me, a night service of trains could most conveniently, and economically be carried into effect.

3. I shall however be quite prepared to give effect to any other arrangement, which the Government may desire me to put in force.

I have the honor to be,
Sir,
Your most obedt Servant,
Walter K. Shaw
Agent and Manager

Madras Railway Office
Traffic Manager's Office
Madras, 13th April 1869

Dear Sir,

I am directed by the Agent and Manager to forward herewith a letter dated the 10th instant, No. 147, addressed to him by Major Stewart, Consulting Engineer for Railways, in answer to your letter dated the 2nd instant, on the subject of the Railway Materials Question.

Major Stewart has declined to call for returns of the Railway Materials imported into this Country, as he considers that the information would be of little value, and that the trouble and difficulty of collecting it would be very great.

I am, Sir,
Your most obedient Servant,
[illegible]
Traffic Manager.

To
The Secretary to Government,
Public Works Department.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 13th April 1869.

Recd. 14

No. 174

Submitting, as requested, a further report from the Traffic Manager explaining his reasons for stating that he would hesitate to carry by the proposed Right of Way into the Railway Materials or Cattle, and replying generally to the questions about Railway information drawn by Major Stewart.

Rec'd 22/4/69.

or bottom have never been conveyed by Night Trains on the South West Line, but I can safely state that such a measure has been very exceptional.

With regard to "local" Goods, I can positively state that, since my return from England in September 1864, the loads of Night Trains have been restricted to "Through" Goods consigned to Bangalore, Salem and stations west. With this exception, that, in the event of an insufficiency of "Through" Goods to make up a full load, North West Line "local" Goods are attached to the Trains and detached at Arconum, and "local" Goods consigned to Vellore, but at no other stations between Madras and Salem is any shunting performed by the Night Trains carrying Passengers except at Arconum, Vellore and Jollarapett. As a rule, "Through" Goods only are carried by the 7/ Mail Train from Madras between Salem and Coimbatore, the whole of the "local" traffic being performed by the Goods Trains which are run by day.

3. With reference to para 3 of Consulting Engineer's letter, I would submit that my assertion "that Night Trains were not introduced on the South West Line until the 1st February 1864," is strictly correct, and that the running of a solitary Night Train for a specific purpose in the year 1862, can scarcely be construed to mean "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 &c".

* Para 12 of Cons Engr's letter to Govt No 143 dt 10th Feby 1869

4. The draft Time Table submitted with my letter No 288 exhibits the only mode I can suggest of "attaining the object desired by the Government". It provides for a Through Service between Madras and Ghooty - a distance of 257 Miles - at the minimum of cost to the Government; that is to say, the ordinary Night Goods Train between Madras and Arconum and the day missed Trains between Cuddapah and Ghooty could be utilized for the "Through" service, leaving the distance between Arconum and Cuddapah only (119 Miles) to be worked and paid for as a special service. The present day Goods Trains between Arconum and Cuddapah cannot be converted into Night Trains, if, as I believe, the Government will agree with me in thinking,

1st. that it is not desirable to carry by Night Trains Railway Material and Bolton for the reasons stated in para 2 of this letter.

And 2dly, that it is equally undesirable to perform shunting at Night at Road side stations, which would be inevitable as the whole of the "local" Goods Traffic between Trumpetty and Cuddapah is now carried by the Day Trains, and would have to be carried at Night, there being no other Trains by which the work could be performed.

5. It may be well to observe that 7. 15 P.M. is the earliest time at which the Goods Train could start from Madras. Goods are received from the Public for conveyance by this Train upto 5 P.M., and it is very difficult indeed to get

the Goods loaded and the Train marshalled in time to start even at 4. 15 P.M.

Yours faithfully
(signed) H.C. Church
Traffic Manager

To
The Agent & Manager
Madras Railway Co

(True Copy)

Agent & Manager.

P.W. 2271/69

No. 158

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE

Madras, 9th April 1869

From

R. B. Clerk Esq.
Agent and Manager. of the M.R.

To

Major A. W.M. Stewart R.E.
Consulting Engineer for Railways.

SIR,

I have the honor to acknowledge the receipt of Order of Government No 952, dated the 22nd ultimo; in which I am directed by His Excellency in Council to adopt early measures for establishing a Night Service of Trains on the South West Line in the manner indicated; but before taking any action in that direction, I beg to submit, for the consideration of Government, a very full and able report from the Traffic Manager on this important subject.

2 The facts furnished by Mr. Church, and the conclusions arrived at by him, are so convincing that I trust that His Excellency the Governor in Council will be pleased to pause before he orders a change to be effected in our system of working

working, which can only result in a very serious loss to the Company.

3. Paragraph XII of Mr Churchi's report shews beyond question that the Offices of the Railway were justified in assuming at the sum of Rupees 6,000, dealt with in paragraph III of the Order of Government; and His Excellency the Governor in Council will be able to satisfy himself, that the Estimate of the Expense of running a Night Mail, has been under estimated instead of having been, as the order remarks, "greatly, though unintentionally Exaggerated."

4. I think that it will be apparent from Mr Churchi's Report, that the Mails now run on the North West Line, are not only sufficient, but are calculated to afford the greatest possible facility for the Conduct of the Traffic in Passengers and Goods; and this being the Case, it appears to me, that if the Government require additional Trains to be run, with a view to the more rapid transmission of the Mails, and especially those to and from Europe, they should be provided under the Conditions of the despatch from the Government of India dated Simla the 4th August 1868, No 852 R.

5. I am quite prepared to give effect to any Order the Government may be pleased to pass on this subject, but placed as I am here by the Railway Board of Directors to Conduct the Operations of the Railway, with efficiency and economy, and feeling satisfied from the Statistics furnished by the Traffic Manager, that if a night Service of Trains is established on the North West Line, a very serious loss will result; I consider it incumbent on me to inform the Government, with every respect, that if I give effect to the Service of Trains in the manner indicated by the Consulting Engineer, in his letter of the 10th of February No 43, I must do so without prejudice to any legal Claim, which the Company may have upon the Government, for loss of Revenue Consequent upon the running of an unnecessary Service of Trains.

6. In Conclusion, I should remark, that it appears to me that much time, labor, and misconception, would have been avoided, had you called upon me for an explanation of any figures about the accuracy of which you had any doubt, and bearing in mind the Relationship which exists between the Consulting Engineer's Office and the Railway, this Course would not have been attended

Copy

attended with any trouble.

I have the honor to be,
Sir,
Your most obed[ient] Servant,
W. R. Smith
Agent and Manager

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 9th April 1869.
Recd. 10.

No. 157.

Communicating with reference to Govt. Order No. 952, dated 22nd ult. Proposal from the Agent to run Express Trains between Madras & Bombay, & requesting to be furnished with a Return of Trains & Mileage.

P.W. 2271/69.

Madras Railway 30
Traffic Manager's Office
Madras 8th April 1869

No 698

Dear Sir

Mail Route between Madras & Bombay

With reference to Order of Government No. 952 of 22nd March, in which the Railway Company is directed to adopt severally measures "for establishing a night service of Trains on the North West Line, in the manner indicated", I would venture to make the following observations before so important a change in our Train service, as that proposed by the Consulting Engineer, is carried into effect.

2. I understand from paras 2 and 7 of the Consulting Engineer's letter to Government No 43 of the 10th February that the Trains now leaving Madras at 2.15 P.M. arriving at Vellore at 7.40 P.M. and Jumpetty at 8.0 P.M: and the Trains leaving Vellore at 6.30 A.M. and Jumpetty at 6.0 A.M. arriving at Madras at 11.40 A.M. are to be discontinued, in order to realise "the extra mileage, which the introduction of Through night Trains would entail, from 25.000 as the half year as estimated by the Traffic Manager to about 17.000"; and that to compensate I. Class Passengers for the loss of the facilities now afforded by these Trains

the Goods Train between Arconum and Cuddapah should leave Arconum at 12.30 P.M. in connection with the 9.10 A.M. Train from Madras, instead of at 7.30 A.M. But it is not very clear how the Consulting Engineer arrives at this saving of 8000 Train Miles in 6 months.

3. If, as I have supposed, the 2 Trains above referred to are to be discontinued between Madras and Vellore and Tirupetty, the saving in Train Miles would amount to 36,600- thus the distance from Madras to Vellore is 81 Miles and from Arconum to Tirupetty 41 Miles; 122 Miles each way daily would give (exclusive of Sundays) about 6100 Train Miles per mensem or 36,600 Miles for the 6 months. On the other hand if it is intended to discontinue the 2 Trains between Arconum and Tirupetty only, the saving would be 41 x 2 x 25 = 2050 per mensem, or 12300 in the 6 months. In the absence of the copy of the Railway Guide which accompanied the Consulting Engineer's letter (referred to in para 8) it is very difficult to say what the proposed alterations really are. I will however deal with both cases.

x week days only

4. The accompanying statements exhibit the number of 3d class Passengers carried by the 2.15 P.M. Train from Madras to Vellore and by the Corresponding Train from Arconum to Tirupetty,

and the number of 3d class Passengers carried by the 6.30 A.M. Train from Vellore and corresponding 6.0 A.M. Train from Tirupetty to Madras, during the month of January last. The number of Passengers using these Trains, as shewn by these statements, will not fail to convince the Government that the Trains are exceedingly popular with Native Travellers. Whether their withdrawal would damage the local Passenger Traffic or not may be a matter of opinion, but that the existence of these Trains conduces very considerably to our revenue is a matter of fact, and it will be for the Government to say whether it is desirable to risk a change of service in dealing with so very sensitive a Traffic as 3d class Passengers

5. It will be seen from these statements that the numbers of Passengers Conveyed by both Trains during the month of January were 16898 x equivalent to 11.88 per cent of the total 3d class Passenger Traffic of both Lines; in other words over 18 per cent of the open Mileage, these 2 Trains alone Conveyed nearly 12 per cent of the 3d class Passenger traffic. I will first consider the Traffic on the Main or South West Line Conveyed by the 6.30 A.M. Train from Vellore and 2.15 P.M. Train from Madras and secondly the Traffic on the Branch or North West Line Conveyed by the 6 A.M.

x 1st Q - 109,198
2nd Q - 33,015
Total 142,213

Train from Tirupetty and 5-30 A.M. train from Arcoonum.

6. On the Main Line the total number conveyed was 11446. The Trains are so arranged that a Passenger leaving Vellore and stations East in the morning can get into Madras at 11.40 A.M., transact his business, and return to his home on the same day by the 2.15 P.M. Train from Madras. In the same way a Passenger can get from Vellore to Conjeveram and back in one day; from Vellore to Tirupetty and back in one day and from Tirupetty to Madras and back in one day, and Passengers leaving Arcot and Vellore in the morning can reach Buddapah and Tadpatry the same day and vice versa. Facilities of this kind must be a great inducement to make use of the Railway, and they are well adapted to the conservative habits of the natives, many of whom object to be absent from their homes even for a night. The withdrawal of these Trains would deprive 3rd class Passengers of the means of getting from the Mofussil, west of Arcoonum, to Madras and returning the same day; or from Arcot and Vellore to Conjeveram and back in the same day; or from Arcot and Vellore to Tirupetty and back in the same day, and Passengers proceeding from Arcot and Vellore to Buddapah and Tadpatry and vice versa would be compelled to halt for a night at Arcoonum, thus prolonging their journey at least 12 hours each way. But exceptional of the convenience of all of such Passengers, the Railway Company can scarcely be said to be doing itself or the Public justice by arbitrarily fixing the departure of the last 3rd Class Train from a large city like Madras at 9 P.M. as proposed by the Consulting Engineer. If however, in the face of these objections Government determine to approve of Major Shaw & Stewart's proposal, we shall have to Consider how the Goods traffic, now carried by these Trains, is to be conducted, as the withdrawal of the Passenger Carriages will only effect a saving of one Train each way per week.

7. We now come to the second point, viz. the Traffic on the Branch or North West Line, carried in connection with the Main Line Trains above referred to. It will be seen that the total number of Passengers conveyed by these Trains during the month of January was 5752. These Trains are so arranged that a Passenger leaving Tirupetty and stations South in the morning can reach Vellore, Conjeveram or Madras transact his business and return to his home the same day: the number of such travellers in January was 1843. The service also enables a Passenger leaving Tirupetty in the morning to reach Bangalore, Salem or Coimbatore in one

day and vice versâ, and the number of these Passengers booked direct in the month of January was 905; while the number rebooked at Arconum was nearly as many more. The "local" Traffic between Jwalapetty and Jirupetty amounted to 1843 Passengers. The withdrawal of these Trains would prevent a Passenger (say) from Jwalapetty visiting Madras Conjeveram or Vellore and returning the same day; it would also compel a Passenger going from Jwalapetty to Bangalore Salem or Coimbatore and vice versâ, to halt at Arconum for a night, prolonging his journey 24 hours each way and it would stop the "local" Traffic entirely. The Consulting Engineer's proposal to alter the time of departure of the present Goods Train from Arconum from 7.30 Pm. to 12.30 Pm. would not meet any of these objections, to say nothing of the Goods Traffic which must be provided for. The present local Trains between Arconum and Jwalapetty carry the bulk of the Jivewood Traffic, which is considerable, from Jwalapetty, Pattoor and Poody; and the withdrawal of the Passenger Carriages now attached to these Trains, would only effect a saving of about one Train each way per week.

8. Thus we find that, the withdrawal of the Passenger Carriages from the Main Line Trains might effect a saving of 162 Miles per week, equivalent to 648 Miles per mensem or 3888 Miles per six months, and that the withdrawal of the Passenger Carriages from the Branch or North West Line Trains might effect a saving of 100 Train Miles per week, equivalent to 400 Miles per mensem or 2400 Miles in six months; so that all we could possibly effect, by the Consulting Engineer's proposal, would be a saving of 1048 Train Miles per mensem or 6288 Miles in six months; while on the other hand, 16898 Passengers would be deprived of the facilities of Railway Travelling now extended to them, and it is only reasonable to suppose that the Passenger traffic would be very seriously affected.

9. Under this explanation, Government will probably consider it inexpedient to interfere, in any way, with the present service of Trains and "the extra Mileage which the "introduction of Through Night Trains "would entail" cannot be reduced "from 25,000 in the half year, as estimated "by the Traffic Manager, to about 17000."

10. We now come to the question of expenditure. The Consulting Engineer in para 13 expresses his opinion "that "the Railway Authorities have unintentionally "magnified the probable expense, and he arrives at this conclusion, because he is unable to reconcile the Estimate made by the late Agent and Manager Mr Fletcher in 1861, of the cost of

running a night Train between Madras and Salem (206 Miles) with the estimated cost now put forward of running a night Train between Arconum and Guddapah (120 Miles). The two Estimates are perfectly Consistent, but were framed under somewhat different circumstances.

11. It will be seen on referring to the then Consulting Engineer's letter No 264 of the 18th March 1861, that the Railway Company was asked whether the "Day Goods Train could not be converted into a "Night" Goods Train, and the Superintendent, after stating the extra cost in the Engineering and Traffic Departments of running a night Train, added, "In the Locomotive Department "the difference of cost between running "a Train by day and by night will be "almost inappreciable, as it would "not necessitate any increase of staff" clearly shewing that it was simply a question of the cost of running the Goods Train by night instead of by day.

x agent & Manager to Cons Engr. No 362 of 16 April 1861

12. The Estimate lately placed before the Government was for an additional Train, and to be run at night, between Arconum and Guddapah, where no night staff is at present employed and the following figures will, I hope, convince the Government that there was no intention on the part of the Railway Company to exaggerate the Cost

Cost of this special Service.

Estimate of the monthly cost of a night Train, each way daily, between Arconum and Guddapah (see Traffic Manager's letter to C19 dated 25th January 1864).

Engineering Departt	Watchmen and oil for Do		964 " 8 " 0
Traffic Do	Saintsmen	152 " 0 " 0	
	Gatemen	126 " 8 " 0	
	Guards	270 " 0 " 0	
	Signallers Clerks & Porters	300 " 0 " 0	
	Oil for Stations & Trains	308 " 9 " 0	
Locomotive Do	Locomotive power 714 Mls @ 5/	3570 " 0 " 0	
	Cost of night watchmen and Fuel men	450 " 0 " 0	
		Rs 6114 " 9 " 0	
	Say	Rs 6000 " 0 " 0	

So far from the cost being unintentionally exaggerated, I regret to find that it has been under-estimated, as the following figures will shew

Engineering Departt	Rs as per Engr's letter etc (as per Engr's letter etc 295 copy annexed)	975-9-0
Traffic — Do	as above	1156-9-0
Locomotive Do	(as per Loco-mtive letter No 615 copy annexed)	5000-0-0
		Rs 7132-2-0

The increased cost in the Locomotive Department is fully explained in Mr Collinson's letter above quoted.

13. I will now explain why none of the present Day Trains on the North

West Line can be converted into Night Trains. As it is generally admitted that the conversion of the present Day Passenger Train into a night Train is most undesirable, I will only remark that these Trains carry Passengers and "Through" Goods only: that Railway Material cannot be carried in a North West direction; that as far as possible we refrain from carrying Cotton in a Southerly direction, and that no shunting is performed by these Trains at road side stations. The Local Trains between Arconum and Tumpetty have been already dealt with in paras 7 and 8 of this letter. By the Goods Trains between Arconum and Cuddapah, Railway Material and Goods for stations between Tumpetty and Cuddapah are carried north, and Cotton and General Merchandize in a Southerly direction, and these Trains perform all the shuntings at Road side stations between Tumpetty and Cuddapah.

14. By the proposed Night Train, I should hesitate to carry either Railway Material or Cotton, and it is very undesirable for many reasons to carry "Local" Goods, as they would involve "shunting at night" at Road side stations. So that the only way in which a Night Train on the North West Line could be utilized would be by carrying "Through" Merchandize Traffic

x Para 2 of Cons Engr's letter No 43-10 Hqby.

from Madras to Cuddapah and Gooty, and from those stations to Madras but as the whole of this Traffic is now carried easily by the Day Through Trains and there is no prospect of any increase of the Traffic - certainly not such as would justify the running of a Night Train at an additional cost of Rs 7000 per mensem it is not difficult to see that the proposed Night Train would be invariably run with one Post office Van, one Composite Carriage and one Break Van and would be virtually a Special Postal Train, and as such I would respectfully submit, should be paid for under the ruling of the Secretary of State, as set forth in his x despatch No 82 dated 15th November 1861.

x Vide G.G. 2778-31 augt 1868.

15. It may be well to mention here incidentally with reference to the following part of para 12 of the Consulting Engineer's letter; "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" - that the Trains were not introduced on the South West Line until 1st February 1862 and that any discussion at the present time whether they have been worked at a loss or not would scarcely be of any value; at any rate it is not my intention to excite

misapprehension of the Public by recommending their withdrawal, but at the same time my unwillingness to take such a step cannot be held as an argument for running similar Trains on the North West Line.

16. In order to carry out the orders of Government I beg to submit a draft Time Table, shewing how a special Postal Train could be worked at night between Madras and Cuddapah. It is proposed to utilize the Goods' Trains between Madras and Arconum, and thus save the Postal Department the expense of a direct Train all the way, but it will be impossible to give effect to the arrangement until the opening of the Line to Ghooty, as the number of Spare Pointsmen now employed is only sufficient to meet the ordinary Contingencies of the service, and it will take at least 2 months to drill new hands.

11121 x

Yours faithfully
(Sd) J. E. Church
Traffic Manager

To
The Agent & Manager
Madras Railway Co.

(True Copy)

P.P. 2271/69

Agent & Manager.

Compd now

36

No 295

Madras Railway Company
Chief Engineers Office,
Madras, 2d April 1869

To
The Traffic Manager
Madras Railway

Dear Sir,

Yours C. No 2269.

The cost to this Department of running a night train between Arconum and Cuddapah will be as follows

Watchmen 121 at 7/8/- per month	Rs	907-8-
3 lbs of Cocoanut oil per train per month 121 × 3 = 363 lbs at 3 as per lb	"	68-1-
Cost per mensem	Rs	975-9-

Yours faithfully
(Signed) Beresford Anderson
Chief Engineer

No. 615.

Madras Railway Company
Locomotive Superintendents Office
Perambore Works, 6th April 1869

To
The Traffic Manager

Dear Sir,

With reference to mine No 605 dated yesterday, and your enquiry of same date, I beg to explain that the estimated cost of running the proposed night trains on the North West Line was arrived at as follows:

Between Madras and Cuddapah, both ways, the distance run daily would be 322 miles, which at 10 as. per mile, and for 30 days, comes to Rs 6037-8-0 per mensem. I added Rs 462-8-0 for extra water and fuel now and for general contingencies making the total cost Rs 6500 per mensem.

I do not think it would be prudent to base a calculation

of this kind upon a lower rate than 10 As per mile, for I find the cost of running and repairs on the North West Line for the half year ending December last was as 9- Pies 8.88 per mile, while in August, when Coal and Coke were chiefly used, the cost went up to as 11- Pies 2.49 per mile and in the half year ending June 1868 it was as 9- Pies 9.74.

In the half year ending December 1867 the cost per mile was only as 7- Pies 7.94, but, owing to the increased rate of seigniorage now paid on our firewood, I do not expect to see it again much, if any, lower than it was during the whole of 1868. If anything, the rate exhibits a tendency to rise and therefore I have assumed 10 As per mile as the probable future cost.

The amount given in my letter above quoted, as the probable cost of a Night Train both ways between Arconum and Cuddapah was for these reasons, estimated to be Rs 5000.

Yours faithfully
(Signed) W. I. Collinson
Ag. Locomotive Superintendent

True Copies
(Signed) W. E. Church
Traffic Manager

True Copies

Agent and Manager

PW 2271/69

Comptroller

Madras Railway

37

Draft Time Table of Postal Night Trains between Madras and Gooty

North			South		
Stations	P.	M.	Stations	P.	M.
Madras ____ Dep.	7.	15.	Gooty ____ Dep.	2.	30
Arconum Junc. ____ Arr.	10.	0	Royalcherroo ____	3	15
____ do ____ Dep.	10.	15	Jadpetrie ____	4.	5.
Naggery ____	11	15	Kondipuram ____	5	0
Poody ____	12.	20.	Moodanoor ____	5	45
Tirupetty ____ Arr	12	40.	Yerragoontla ____	6	20
____ do ____ Dep.	12	50	Cannalapoor ____	6.	50
Codoor ____ Arr.	2	20	Cuddapah ____ Arr.	7.	30
____ do ____ Dep	2	30	____ do ____ Dep	8.	0
Reddypully ____	3.	13	Wontimettah ____	8	50
Nundalore ____	4.	3.	Nundalore ____	9.	27
Wontimettah ____	4	40	Reddypully ____	10.	17
Cuddapah ____ Arr.	5	30	Codoor ____ Arr.	11	0
____ do ____ Dep.	6	0	____ do ____ Dep.	11	10
Cannalapoor ____	6	49	Tirupetty ____ Arr.	12.	40
Yerragoontla ____	7.	20	____ do ____ Dep	12.	50
Moodanoor ____	7.	53	Poody ____	1.	10
Kondipuram ____	8.	41	Naggery ____	2.	15
Jadpetrie ____	9.	38	Arconum Junc. ____ Arr.	3	12
Royalcherroo ____	10.	29	____ do ____ Dep.	3	25
Gooty ____ Arr	11	20	Madras ____ Arr.	6	0
	A.	M.		A.	M.

Traffic Manager's Office
Madras 8th April 1869

(Signed) W. E. Church
Traffic Manager

True Copy

Comptroller

Madras Railway

Statement shewing the number of 3rd Class Passengers conveyed by the 2.15 P.M. Train from Madras to Vellore and by the corresponding 5.30 P.M. Train from Arconum to Tiruputhy for the month of January 1869.

From —	Perambore	Avady	Tiruvanore	Trivellore	Cudumbathoor	Chinnamapett	Arconum	Tiruttany	Naggery	Puttoor	Poody	Tiruputhy	Sholinghur	Arcot	Tiruvellum	Vellore	Total
Jollarpett	.	.	.	.	.	.	.	19	.	.	.	.	.	.	.	.	19
Bangalore	.	.	.	.	.	.	.	.	.	.	.	277	.	.	.	.	277
Trichatore	.	.	.	.	.	.	.	4	.	.	.	17	.	.	.	.	21
Salem	.	.	.	.	.	.	.	.	.	.	.	96	.	.	.	.	96
Madras	121	116	176	492	57	43	413	267	24	24	4	125	56	281	4	275	2478
Periamboe	121	198	211	290	67	31	232	33	9	6	5	36	21	108	2	120	1369
Avady		314	31	69	6	4	55	.	.	.	.	.	2	13	.	8	188
Tiruvanore			318	71	11	3	30	.	.	.	.	.	9	4	.	3	131
Trivellore				423	33	17	241	96	.	6	.	56	9	49	2	39	548
Cudumbathoor					174	5	36	.	.	.	.	.	1	2	.	5	49
Chinnamapett						103	68	.	.	.	.	.	1	15	3	6	93
Arconum							1075	295	80	78	32	374	84	342	21	306	1612
Tirutanny								111	64	114	36	105	.	.	.	.	319
Naggery									177	41	53	36	.	.	.	.	133
Puttoor										242	112	64	.	.	.	.	176
Poody												9	.	.	.	.	9
Tiruputhy													195	95	2	45	142
Sholinghur														309	22	458	480
Arcot															56	81	81
Tiruvellum																1346	8221
Total																	

Main Line Passengers ——— 5621
Branch or N.W.L. ——— 2600
Total ——— 8221.

Traffic Manager's Office
Madras, 8th April 1869.

Signed W. E. Church
Traffic Manager

True Copy

Agent and Manager

Conclusion

PV. 2271/69

Madras Railway

Statement showing the Number of 3rd Class Passengers conveyed by the 6.30 A.M Train from Vellore, and by the corresponding 6.0 A.M Train from Tirupathy to Madras for the month of January 1869

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From	Tirvellum	Arcot	Sholinghur	Stations beyond Tirupathy	Tirupathy	Poody	Puttoor	Naggery	Tiruttany	Carried forward	Arcot	Vellore	Sollarpett	Vaugalore	Trichator	Salem	Chinnamapett	Cudumbatoor	Tirvellore	Tinnanore	Avady	Perambore	Madras	Total.
Vellore	120	435	28	51	79	.	26	14	34	13	.	.	.	.	.	.	5	3	43	6	20	145	228	1370
Tirvellum	120	35	16	.	.	.	.	.	.	3	.	.	.	.	.	.	.	.	.	.	.	3	30	113
Arcot		470	60	88	68	.	33	45	117	29	.	.	.	.	.	.	9	4	67	.	18	67	242	1111
Sholinghur			104	139	.	.	.	.	.	11	.	.	.	.	.	.	1	1	9	5	7	32	58	219
Tirupathy					147	21	56	25	130	23	78	103	45	262	2	125	.	.	51	.	.	80	161	1372
Poody						21	132	52	55	4	.	.	.	.	.	.	.	.	.	.	.	23	23	379
Puttoor							247	56	107	9	.	.	.	.	.	.	.	.	24	.	.	37	40	359
Naggery								192	108	10	.	.	.	.	.	.	.	.	12	.	.	37	56	374
Tiruttany									551	35	.	.	.	.	.	.	.	.	68	.	.	83	74	748
										140	67	46	58	.	.	.	.	.	312	19	58	271	518	1318
											145	149	103	262	2	125	110	30	312	19	58	271	518	1554
Arcotum																	5	15	6	9	67	52	154	
Chinnamapett																	43	17	3	7	56	44	127	
Cudumbatoor																		618	15	68	232	212	527	
Tirvellore																			54	13	187	91	291	
Tinnanore																				200	88	65	143	
Avady																					148	72	72	
Perambore																						1456	8677	
Total																								

Mail Line Passengers ——— 5825
Branch or A.W.L ——— do ——— 2852
Total 8677

Traffic Manager's Office
Madras, 8th April 1869

Signed H. E. Church
Traffic Manager

True Copy

H. E. Church
Agent and Manager

S 00 13

No. 141
59

Post Master General's Office,
Madras, 5 April 1869.

41

To

The Consulting Engineer for Railways
Madras

Sir,

With reference to your letter No. 172, dated 31st ultimo, enclosing a copy of the Proceedings of the Madras Government, Public Works Department of the 22d ultimo, I have the honor to enclose for the information of Government a copy of my letter to the Director Genl of the Post Office, proposing to defer the opening of the new line to Bombay until November end of his reply approving of my proposal.

I have the honor to be
Sir
Your most obedt servt

[illegible]
Postmaster General

P.W. 2271/69.
Trans. to Secy Rly Dept 25/7

Copy of letter from the Post Master General Madras to the Director General of the Post Office No. 257/1733, dated 12 March 1867

With reference to my telegram of 11 instant, I have the honor to state that when I proposed opening the new line between Gooty and Sholapore in April I had been led to believe that the Madras Railway would by that time be extended from Tadpatri to Gooty.

In a letter from the Consulting Engineer for Railways of the 17 ultimo, I was informed that this would probably not take place before July.

I was still in hopes that I might be able to make some arrangement with the Railway Contractor to carry the mails between Tadpatri and Gooty and so open the line before the rains.

In this I have been disappointed. The Contractor declines undertaking the service.

Mr. Bonafacio has represented to me that if we should attempt to open the line after the setting in of the rains, the loss of horses would be very great and the difficulty of keeping up any moderate speed would be extreme, and I am convinced that he is right.

Under these circumstances I have no doubt as to the propriety of deferring the measure till after the rains.

In November next when the rail will certainly be open to Gooty we shall be carried by it over 30 miles of bad road crossed by the Pennaar River and five considerable nullahs. By that time also I have reason to believe from a letter I have received from the Contractors on the Great Indian Peninsular Railway, that I shall be able to arrange with them for the carriage of the mails from Sholapore to Borie bridge perhaps to Gulburgah, although they also decline undertaking any duty of the kind at present.

By

By the end of this year I understand the Madras Railway will be further extended to Admi and about the middle of next year the Great Indian Peninsular Railway will be open to Goolburgah.

After that I believe there will be no extension on either side for a considerable time.

I submitted for the consideration of the Madras Government the suggestion contained in your letter No 3097 of the 14th November 68 regarding the running of the night-trains on the N W Branch of the Madras Railway and the Consulting Engineer for Railways has recommended that night trains should be run in addition to the present day trains. The Agent for the Railway objects and the Government have not yet, as far as I am aware, given any orders on the subject.

With reference to your

your telegram of the 5th instant I am making further careful enquiries and hope that I may be able to reduce the proposed cost of the new line in which case I will prepare a revised tabular statement.

I fear it will be impossible to use tools North of the Kistna.

Copy of a docket from the Director General of the Post-office to the Postmaster General Madras No 4620 of 23rd March 1869.

Telegram

I approve of your proposal to defer change of Madras route.

for A de Montealth
Dir: Genl of the Post

No 4620.

Copy forwarded to the Postmaster General of Madras, in reply to No $\frac{254}{1733}$, dated 12th March. Every endeavour should be made before November to arrange for the conveyance of mails by trolly or

[Consulting Engineer's Office,

Railway Department.

No. 184-

From Major J. A. McSkimming Stewart R.E.

Consulting Engineer for Railways,

To Colonel C. A. Orr R.E.

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

Sir,

Referring to the seventeenth paragraph of my letter to you dated the 28th ultimo, No. 172, I have the honour to state that I have learned from the Agent that the local traffic between Gnipetty and Londodapah amounted during the month of January 1869 to 1452 tons. This gives an average of less than 23½ tons daily in each direction, being considerably below the full load

or otherwise between Shalapore and Bore Bridge, and to have all the other arrangements completed including the proper timing of the trains on the Madras and Bombay sides.

Yours truly,
J. Ellis
Postmaster General

P.W. 2271/69.
From Sub Lg Ld 25th

From
The Post Master General
Madras

Dated 8th April 69
Rec'd 10th "
Ans. 11th "
57.

Requesting copy of his letter to the Govt. & Post Office Govt's reply, on the subject of opening new Sub Office -

load for three wagons.

Madras
10th June
1869

I have the honour to be
Sir,
Your Most Obt Servt
Major RE
Cons: Engr: for Railways

Public Works Department
No 2259

Proceedings of the Madras Government
under date the 10th July 1869
Read the following

From the Consulting Engineer } No 6 dated 2nd & 19th Aug 1869
To the Chief Engineer } 18 4 - 10 Sept 1869

Sir Proceedings dated
22nd March 1869, No 937, &c
forwarding for approval &
certain proposals submitted
by the Consulting Superintendent
for Railways for establishment
for Railway Service, Trains &c
viz the Arkonam Branch line of the
Madras Railway in connection
with a change of Route pro-
posed by the Railway authori-
ties for upholding the Bound-
aries of the Estates between
Nuthapore and Kambakum. Owing
to the delay in the opening

I have &c

No 258

R. 12 June 1869 R. 17th

Rec'd 7th July 1869 Papers
Pm: of Work for July
No. 2436

RAILWAY DEPARTMENT.

From
The Consulting Engineer
for Railways,

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

No 2259 - 10th July 1869

Dated 10th June 1869.
Received 11th

No. 184 -

States that he
learnt from the Agent
& Manager that the
Local traffic between
Tripetty & Coddapah
amounted during the
months of Jan/69 to 14.52 Tons

of the Railway to Ghaut, the alteration in the postal route has been deferred till November next, and the Consulting Engineer now lays before Government a correspondence which has passed between him and the Agent since the date of the orders above quoted regarding the necessary arrangement of trains to give effect to the orders of Government.

Acknowledging that the recommendations contained in his letter of the 10th February last, No 43, were founded on imperfect information of the extent and importance

of

of the local passenger traffic on the North West Line accommodated by the present day service of trains, Major Shaw Stewart admits the force of the objections urged by the Officers of the Company to the proposed alteration of that service to facilitate the introduction of night trains, and accordingly modifies his suggestions to meet as far as possible the views of the Railway Officials.

Believing that the discontinuance of the present very convenient day service of trains on the North West Line and the substitution of the night

trains

trains suggested by the Engineer will greatly injure the passenger traffic of the Railway, the Agent, supported by the Traffic Manager, in strongly objecting to the measure, gives it as his opinion that the proposed night service may be established in a convenient and economical manner by utilizing for the carriage of the mails the 7.15 P.M. goods train between Madras and Arconum, and by running a special postal train between the latter Station and Cuddapah, from which place the

Mails

mails may be carried by the present 6.45 A.M. train to Ghooty. By this arrangement, however, the Govt. will have to bear the head cost of a special train between Arconum and Cuddapah, and Major Shaw Stewart therefore is opposed to it, and suggests that the goods train which now leaves Arconum for Cuddapah at 7.30 A.M. should be changed into a night goods train and run in connection with the 7.15 P.M. goods train from Madras. By this means the cost of the requisite night service would be reduced to a minimum, but the Railway Officers raise objections on the ground that it is undesirable to carry Railway

and

materials and cotton by night trains; and to perform shunting by night at road-side Stations, it not being possible to secure rails very firmly on the trucks, and cotton being liable to fire; which, it is alleged, it would be more difficult to extinguish by night than by day.

These objections, though no doubt worthy of consideration, are nevertheless, in the opinion of the Engineer, not insuperable. He shows that of the whole quantity of railway material sent up the line, not more than one fourth consists of rails and

and he points out that, as far as he is able to judge without exact returns, he believes only a small portion of the cotton brought down the line is conveyed by ordinary goods trains, the great bulk of that article of traffic being carried by extra trains. As regards shunting at roadside Stations during the night, which the conveyance of the local goods traffic between Tripetty and Cuddapah by night instead of by day trains would necessitate, Major Shaw Stewart remarks that that traffic is so very inconsiderable as to make this objection of little weight.

After careful consideration His Excellency the

C...

the Governor in Council is of opinion that, as the establishment of a night service of trains between Arconum and Cuddapah is absolutely necessary to give the requisite accommodation to the Post Office, the object can be effected, with the least inconvenience to the traffic of the Railway and with the least possible expense, only in the manner, or somewhat in the manner, indicated by the Consulting Engineer.

The difficulty of storing rails on trucks so as to prevent all risk from their shifting during transit Cain, His Excellency believes, be overcome.

and

and the other objections, he is inclined to think, are not of a nature to offer any real danger or impediment to night traffic under proper arrangements; while, on the other hand, by adopting the Consulting Engineer's proposal, the cost of the necessary night service will be reduced as shown in Para 11 of Mr Church's letter of the 8 April 1869, by the charges in the Locomotive Dept., which alone, it is observed, are estimated at Rs. 5000, and will consist of only a small increase to the Engineer and Traffic Departments.

Under

Under these circumstances His Excellency the Governor in Council trusts that the establishment of the requisite night service between Arconum and Cuddapah will be arranged, without difficulty, in such a way as to afford the desired accommodation to the Post Office, at the same time that it may be made advantageous to the public, and, as far as possible, remunerative to the Company.

To The Govt Engineer & Surveyor

Decr 13/7/69.

Rec 2271 & 2436

Govt. of {1869} Madras.

PUBLIC WORKS.

Embodying Engr.
for Railways

Encl.

G. O. No. July 1869, No. 2254

Nos. 257 (& 258)