(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Reference_____

# MADRAS RECORD OFFICE.

## Government of Madras.

[illegible] DEPARTMENT.

G.O. No. 1896 Press Mis.

Dated / / 18 .

***Not to be folded or roughly handled***

*Proceedings of the Madras Government, Public Works Department,*
*18th July* 1871.

Read the following papers :—

No. 306. Endorsement of the Acting Consulting Engineer for Railways, dated Madras, 27th June 1871, No. 291.

From the Acting Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 26th June 1871, No. 382.

ADVERTING to G. O. No. 1,609 of the 16th instant, and to No. 1 of the Rules for working over the Cheyaur bridge, I have the honour to represent that the 1 P. M. train from Madras to Raichore is timed to reach the bridge at about 7 P. M., just in sufficient time to cross during day-light.

2. But in case the train should be late it would be impossible to comply with the rule mentioned, and, in order to provide for such an emergency, I have the honour to request that the Government will authorize the running of trains over the bridge after 8 o'clock P. M., on the condition that the engine detached from the train passes over the bridge first, as provided for in the case of floods. In anticipation of the sanction of Government, and, in order to prevent the risk of having a train detained all night on the south side of the river, I have authorized the Traffic Manager to give effect to my recommendation in the event of a train being so late as to render the precaution necessary.

3. I have named 8 o'clock as the time up to which I consider it will be safe for trains to pass over the bridge without the engine being run over first, as it will be possible to examine the works up till very nearly that hour.

---

SUBMITTED for the sanction of the Government.

There is only one through-train on the North-West Line from Madras to Raichore; this train carries the mails, and is timed to run over the Cheyaur bridge at about 7 o'clock in the evening. Thus it ought very rarely to happen that the train would arrive at the bridge so late as 8 o'clock; but, under exceptional circumstances of delay, I think there can be no objection to the train going on after that hour, provided the precaution is taken (as if the river were in flood) of running the engine over first detached from the train.

(Signed) H. L. PRENDERGAST, Major, R. E.,
*Acting Consulting Engineer for Railways.*

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No. 307. From the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 30th June 1871, No. 297.

I HAVE the honour to submit a revised time-table for the North-West Line, Madras Railway, which the Agent proposes to introduce from the 9th July, and to report that I have authorized its adoption in anticipation of the approval of the Government.

2. The speed of night trains will be restricted to 15 miles per hour between Cuddapah and Ghooty, and to 12 miles per hour between Ghooty and Adony, as a precautionary measure, until the black cotton soil banks have become thoroughly consolidated.

I think this reduction of speed is certainly advisable; great difficulty was experienced last year in bringing the embankments into a fit condition for traffic, and the road will require close supervision during the monsoon now coming on.

3. The train from Madras will start at 11-30 A. M. instead of at 1 P. M. as at present, and the time of arrival at Raichore is not altered. The journey towards Bombay is thus lengthened by 1½ hours.

The journey to Madras is lengthened by only 40 minutes; the speed being increased between Cuddapah and Arconum during the day. The hour of leaving Raichore is not altered, and the arrival at Madras will be at 2 P. M. instead of at 1-20 as now.

4. The train from Madras will pass the Cheyaur bridge at 5-30 P. M. instead of at 7. I forwarded with my endorsement of the 27th instant, No. 289, an application from the Agent for permission to run trains over the Cheyaur bridge as usual up to 8 P. M., but as by the new time-table the train will reach the Cheyaur an hour and a half earlier, I would now recommend that the prohibition against crossing the bridge after dark be enforced; but that if, in an exceptional instance, the train is detained so much as not to reach the river in day-light, the precaution must be taken of first running the engine detached over the bridge before the train is allowed to proceed.

*Proceedings of the Madras Government, Public Works Department,*
18*th July* 1871.

*Proposed Train service on the North-West Line on and after 9th July* 1871.

| Stations. | | Trains North from Arconum. | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | | 2 | | 3 | | 4 | | 5 | | 6 | |
| | | Goods. | | 1, 2, 3, and Goods. | | 1, 2, 3, and Goods. | | 1, 2, 3, and Goods. | | 1, 2, 3, and Goods. | | 1, 2, 3, and Goods. | |
| | | A. | M. | A. | M. | A. | M. | A. | M. | P. | M. | A. | M. |
| Madras | Departure. | ... | ... | 7 | 0 | 11 | 30 | ... | ... | 2 | 30 | ... | ... |
| Perambore | ... | ... | ... | 7 | 12 | 11 | 40 | ... | ... | 2 | 55 | ... | ... |
| Avady | ... | ... | ... | 7 | 45 | ... | ... | ... | ... | 3 | 30 | ... | ... |
| Tinnanore | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 | 45 | ... | ... |
| Trivellore | ... | ... | ... | 8 | 20 | 12 | 36 | ... | ... | 4 | 15 | ... | ... |
| Cudumbathoor | ... | ... | ... | ... | ... | 12 | 45 | ... | ... | 4 | 25 | ... | ... |
| Chinnamapett | ... | ... | ... | 8 | 45 | ... | ... | ... | ... | 4 | 45 | ... | ... |
| Arconum | Arrival. | ... | ... | 9 | 0 | 1 | 16 | ... | ... | 5 | 15 | ... | ... |
| Do. | Departure. | ... | .. | 9 | 15 | 1 | 20 | ... | ... | 5 | 40 | ... | ... |
| Tirutany | ... | ... | ... | 9 | 51 | ... | ... | ... | ... | 6 | 10 | ... | ... |
| Naggery | ... | ... | ... | 10 | 28 | ... | ... | ... | ... | 6 | 40 | ... | ... |
| Puttoor | ... | ... | ... | 11 | 5 | 2 | 25 | ... | ... | 7 | 15 | ... | ... |
| Poody | ... | ... | ... | 11 | 50 | ... | ... | ... | ... | 7 | 50 | ... | ... |
| Tirupetty | Arrival. | ... | ... | 12 | 20 | 3 | 0 | ... | ... | 8 | 10 | ... | ... |
| | Departure. | 5 | 40 | 12 | 50 | 3 | 5 | ... | ... | ... | ... | ... | ... |
| Do. | ... | 6 | 40 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Ballypully | Arrival. | 7 | 20 | 2 | 25 | 4 | 15 | ... | ... | ... | ... | ... | ... |
| Codoor | Departure. | ... | ... | 2 | 35 | 4 | 25 | ... | ... | ... | ... | ... | ... |
| Do | ... | ... | ... | 3 | 23 | ... | ... | ... | ... | ... | ... | ... | ... |
| Reddypully | ... | ... | ... | 3 | 50 | ... | ... | ... | ... | ... | ... | ... | ... |
| Rajampett | ... | ... | ... | 4 | 20 | 5 | 35 | ... | ... | ... | ... | ... | ... |
| Nundalore | ... | ... | ... | 4 | 58 | ... | ... | ... | ... | ... | ... | ... | ... |
| Wontimettah | ... | ... | ... | 5 | 45 | 6 | 35 | ... | ... | ... | ... | ... | ... |
| Cuddapah | Departure. | ... | ... | ... | ... | 7 | 5 | ... | ... | ... | ... | 6 | 50 |
| Do. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 7 | 42 |
| Camalapoor | ... | ... | ... | ... | ... | 8 | 42 | ... | ... | ... | ... | 8 | 17 |
| Yerragoontla | ... | ... | ... | ... | ... | 9 | 22 | ... | ... | ... | ... | 8 | 52 |
| Moodanoor | ... | ... | ... | ... | ... | 10 | 35 | ... | ... | ... | ... | 9 | 44 |
| Kondipurum | ... | ... | ... | ... | ... | 12 | 0 | ... | ... | ... | ... | 10 | 47 |
| Tadputri | ... | ... | ... | ... | ... | 1 | 12 | ... | ... | ... | ... | 11 | 39 |
| Royaleherroo | Arrival. | ... | ... | ... | ... | 2 | 12 | ... | ... | ... | ... | 12 | 30 |
| Ghooty | Departure. | ... | ... | ... | ... | 2 | 40 | 4 | 45 | ... | ... | 1 | 0 |
| Do. | Arrival. | ... | ... | ... | ... | 3 | 50 | 5 | 30 | ... | ... | 1 | 45 |
| Goondacul | Departure. | ... | ... | ... | ... | ... | ... | 5 | 45 | ... | ... | 2 | 10 |
| Do. | ... | ... | ... | ... | ... | ... | ... | 6 | 40 | ... | ... | 3 | 0 |
| Veerapoor | Arrival. | ... | ... | ... | ... | ... | ... | 7 | 30 | ... | ... | 3 | 50 |
| Bellary | Departure. | ... | ... | ... | ... | 4 | 0 | ... | ... | ... | ... | ... | ... |
| Goondacul | ... | ... | ... | ... | ... | 4 | 40 | ... | ... | ... | ... | ... | ... |
| Nuncherla | ... | ... | ... | ... | ... | 5 | 50 | ... | ... | ... | ... | ... | ... |
| Auspree | ... | ... | ... | ... | ... | 6 | 45 | ... | ... | ... | ... | ... | ... |
| Adoni | ... | ... | ... | ... | ... | 7 | 35 | ... | ... | ... | ... | ... | ... |
| Kosgee | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Toongabudra | ... | ... | ... | ... | ... | 8 | 25 | ... | ... | ... | ... | ... | ... |
| Mutmurri | ... | ... | ... | ... | ... | 8 | 55 | ... | ... | ... | ... | ... | ... |
| Raichore | Departure. | ... | ... | ... | ... | 9 | 45 | ... | ... | ... | ... | ... | ... |
| Do. | Arrival. | ... | ... | ... | ... | 10 | 20 | ... | ... | ... | ... | ... | ... |
| Chicksagoor | | A. | M. | P. | M. | A. | M. | A. | M. | P. | M. | P. | M. |

*Proposed Train service on the North-West Line on and after 9th July* 1871.—(Concluded.)

| Stations. | | | Trains South from Arconum. | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | | 2 | | 3 | | 4 | | 5 | | 6 | |
| | | | Goods. | | 1, 2, 3, and Goods. | | 1, 2, 3, and Goods. | | 1, 2, 3, and Goods. | | 1, 2, 3, and Goods. | | 1, 2, 3, and Goods. | |
| | | | A. | M. | A. | M. | A. | M. | P. | M. | P. | M. | A. | M. |
| Chicksagoor | ... | Departure. | ... | ... | ... | ... | ... | ... | ... | ... | 3 | 45 | ... | ... |
| Raichore | ... | ... Arrival. | ... | ... | ... | ... | ... | ... | ... | ... | 4 | 20 | ... | ... |
| Do. | | | | | | | | | | | | | | |
| Mutmurri | ... | Departure. | ... | ... | ... | ... | ... | ... | ... | ... | 5 | 20 | ... | ... |
| Toongabudra | ... | ... ... | ... | ... | ... | ... | ... | ... | ... | ... | 5 | 55 | ... | ... |
| Kosgee | ... | ... ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Adoni | ... | ... ... | ... | ... | ... | ... | ... | ... | ... | ... | 6 | 45 | ... | ... |
| Auspree | ... | ... ... | ... | ... | ... | ... | ... | ... | ... | ... | 7 | 45 | ... | ... |
| Nuncherla | ... | ... ... | ... | ... | ... | ... | .. | ... | ... | ... | 8 | 47 | ... | ... |
| Goondacul | ... | ... Arrival. | ... | ... | ... | ... | ... | ... | ... | ... | 9 | 56 | ... | ... |
| | | | ... | ... | ... | ... | ... | ... | ... | ... | 10 | 35 | ... | ... |
| Bellary | ... | Departure. | ... | ... | ... | ... | 9 | 0 | 6 | 0 | ... | .. | ... | ... |
| Veerapoor | ... | ... ... | ... | ... | ... | ... | 9 | 50 | 6 | 45 | ... | ... | ... | ... |
| Goondacul | ... | ... Arrival. | ... | ... | ... | ... | 10 | 45 | 7 | 30 | ... | ... | ... | ... |
| Do. | | | | | | | | | | | | | | |
| Ghooty | ... | Departure. | ... | ... | ... | ... | 11 | 10 | 7 | 40 | 10 | 40 | ... | ... |
| | ... | ... Arrival. | ... | ... | ... | ... | 11 | 50 | 8 | 30 | 11 | 55 | ... | ... |
| Do. | | | | | | | | | | | | | | |
| Royalcherroo | ... | Departure. | ... | ... | .. | ... | 12 | 30 | ... | ... | 12 | 12 | ... | ... |
| Tadputry | ... | ... ... | ... | ... | ... | ... | 1 | 20 | ... | ... | 1 | 12 | ... | ... |
| Kondipurum | ... | ... .. | ... | ... | ... | ... | 2 | 12 | ... | ... | 2 | 12 | ... | ... |
| Moodanoor | ... | ... ... | ... | ... | ... | ... | 3 | 15 | ... | ... | 3 | 22 | ... | .. |
| Yerragoontla | ... | ... ... | ... | ... | ... | ... | 4 | 4 | ... | ... | 4 | 20 | ... | ... |
| Camalapoor | ... | ... ... | ... | ... | ... | ... | 4 | 39 | ... | ... | 5 | 0 | ... | ... |
| Cuddapah | ... | ... Arrival. | ... | ... | ... | ... | 5 | 13 | ... | ... | 5 | 38 | ... | ... |
| | | | ... | ... | ... | .. | 6 | 0 | .. | ... | 6 | 22 | ... | ... |
| Do. | | | | | | | | | | | | | | |
| Wontimettah | ... | Departure. | ... | ... | ... | ... | ... | ... | ... | ... | 7 | 0 | 8 | 10 |
| Nundalore | ... | ... ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 9 | 0 |
| Rajampett | ... | ... ... | ... | ... | ... | ... | ... | ... | ... | ... | 8 | 0 | 9 | 38 |
| Reddypully | ... | ... ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 10 | 8 |
| Codoor | ... | ... ... | ... | ... | ... | .. | .. | ... | ... | ... | ... | ... | 10 | 35 |
| Do. | ... | ... Arrival. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 11 | 23 |
| Ballypully | ... | ... Departure. | 7 | 10 | ... | ... | ... | ... | ... | ... | 9 | 5 | 11 | 30 |
| Tirupetty | ... | ... ... | 8 | 20 | ... | ... | ... | ... | ... | ... | 9 | 10 | ... | ... |
| | ... | ... Arrival. | 9 | 10 | ... | ... | ... | ... | ... | ... | ... | ... | 12 | 50 |
| Do. | | | | | | | | | | | 10 | 20 | | |
| Poody | ... | Departure. | ... | ... | 5 | 30 | .. | ... | ... | ... | 10 | 30 | 1 | 20 |
| Puttoor | ... | .. ... | ... | ... | 6 | 0 | ... | ... | ... | ... | .. | ... | 1 | 49 |
| Naggery | ... | ... ... | ... | ... | 6 | 35 | ... | ... | ... | ... | 11 | 5 | 2 | 25 |
| Tiruttany | ... | ... ... | ... | ... | 7 | 7 | ... | ... | ... | ... | ... | ... | 3 | 2 |
| Arconum | ... | ... ... | ... | ... | 7 | 40 | ... | ... | ... | ... | ... | ... | 3 | 40 |
| Do. | ... | ... Arrival. | ... | ... | 8 | 5 | ... | ... | ... | ... | 12 | 10 | 4 | 15 |
| Chinnamapetty | ... | ... Departure. | ... | ... | 8 | 20 | ... | ... | ... | ... | 12 | 15 | 5 | 20 |
| Cudumbathoor | ... | ... ... | ... | .. | 8 | 40 | ... | ... | ... | ... | ... | ... | ... | ... |
| Trivellore | ... | ... ... | ... | ... | 9 | 0 | ... | ... | ... | ... | 12 | 45 | ... | 0 |
| Tinnanore | ... | ... ... | ... | ... | 9 | 15 | ... | ... | ... | ... | 12 | 55 | 6 | 19 |
| Avady | ... | ... ... | ... | .. | 9 | 47 | ... | ... | ... | ... | ... | ... | ... | ... |
| Perambore | ... | ... ... | ... | ... | 10 | 5 | ... | ... | ... | ... | ... | ... | 6 | 55 |
| Madras | ... | ... Arrival. | ... | ... | 10 | 35 | ... | ... | ... | ... | 1 | 50 | 7 | 15 |
| | | | ... | ... | 10 | 50 | ... | ... | ... | ... | 2 | 0 | | |
| | | | A. | M. | A. | M. | P. | M. | P. | M. | P. | M. | P. | M. |

Madras,
27th June 1871.

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

(Signed) B. ANDERSON,
*Acting Agent and Manager.*



No. 308. Order thereon, 18th July 1871, No. 1,896.

RAILWAY, No. 37.

The Government approve of the revised time-table for the North-West Line submitted with the second of the letters above recorded, and as, in consequence, it will rarely, if ever, happen that the train will not reach the Cheyaur in day-light, there appears no necessity for any further condition than that, in the event of any detention which may prevent the train reaching the river during day-light, the train should halt until the engine detached shall have first passed over.

(True Extract.)

Colonel, R.E.,
*Secretary to Government.*

To the Acting Consulting Engineer for Railways.

No. 382.

**MADRAS RAILWAY.** 70

AGENT AND MANAGER'S OFFICE.

Madras, 26th June 1871.

*From*

Percyfond Anderson Esqre
*Agent and Manager. M. R. Co.*

*To*

Major H. L. Prendergast, R.E.
*Consulting Engineer for Railways.*

Sir,

Adverting to G.O. No. 1609 of the 16th instant and to No. 1 of the Rules for working over the 6 bridges I have the honor to represent that the P. M. train from Madras to Perambore is timed to reach the bridge at about 7 P.M. just in sufficient time to cross during day light.

2. But in case the train should be late it would be impossible to comply with the Rule mentioned, and in order to provide for such an emergency I have the honor to request that the Government will authorize the running of trains over the bridge after 8.0 Clock P.M. on the condition that the Engine detached from the train, passes over the bridge first, as provided for in the case of Goods. In anticipation of the sanction of Government and in order to prevent the risk of having a train detained all night on the South side of the river I have authorized the

Traffic Managers to give effect to any recommendation in the event of a train being isolated as to render the precaution necessary

3. I have named 8 o'Clock as the time up to which I consider it will be safe for trains to pass over the bridge without the engine being run over first & as it will be possible to examine the Works up till very nearly that hour.

I have the honor to be
Sir
Your most Obedient Servant
Winsfield Cuthbert
Acting Asst Traffic Manager



No 291. 11e

Submitted for the sanction of the Government.

There is only one through train on the North-west Line from Madras to Raichore: this train carries the mails, and is timed to run over the Cheyaur bridge at about 7 O'clock in the evening - Should any thing happen, that the train should arrive at the bridge so late as 8 O'clock but under exceptional circumstances of delay, I think there can be no objection to the train going on after that hour, provided the precaution is taken (as in the river were in flood) of running the

21368

MADRAS RAILWAY.

*From*

The Agent and Manager.

*To*

The Consulting Engineer

for Railways.

P. W. 3043/71

*Dated* 26 June 1871
*Recd.* 26 — do —

No. 382

Requesting that per
will be sanctioned the
running of Trains ov
the Cheyaur Bridge
after 8 O'clock P.M.
in the Condition tha
the Engine detached fro
the Train passes over
the Bridge first as
provided for in the Pas
of Abbado —

the Engine over field detached from the train.

Madras
27th June
1871

H. W. Stevenson. Asst. Ry. Co.
As. Con. Engr. for Railways

To

The Secretary to Government
Public Works Branch
Fort St. George

15

CONSULTING ENGINEER'S OFFICE.

Railway Department

Rc 16 June/71 R 0249 225

P W 1871 Alpha 1
Proceedings July
Inward No: 3043
The Govt: Cons: Engr:
for Railways
To the Secrys to Govt
P W Depmt
Fort Saint Geo

Dated 27th June 1871.
Rec'd 29th "
Encl.
No 291

Re Requesting the Authority of Govt for the running of trains over the Chezarea Bridge.
No 1896. 18th July/71

No 306
68 Ltr/71 R. 116

15 C

CONSULTING ENGINEER'S OFFICE.

Railway Department.

No. 297-

From Major W. P. Brandon and I.C.E.
Offg. Consulting Engineer for Railways,

To Colonel J. Crispendale I.C.E.
Secretary to Government,
Public Works Department,
Fort Saint George.

Sir,

I have the honour to submit a revised time table for the North West Line, Madras Railway, to be the second proposed to introduce from the 2nd July, and to report that I have authorized the adoption in anticipation of the approval of the Government.

2 The speed of night trains

3 The train from Madras will start at 11-30 a.m. instead of at 1 p.m. as at present: and the time of arrival at Raichore is not altered. The journey towards Bombay is thus lengthened by 1½ hours.

The journey to Madras is lengthened by only 40 minutes: the speed being increased between Gooddapa and Arconum during the day. The hour of leaving Raichore is not altered; and the arrival at Madras will be at 2 p.m. instead of at 1.-20-, as now:

4 The train from Madras will be

Vagina will be accelerated to 15 miles per hour between Cuddapa and Gooty and to 12 miles per hour between Gooty and Adony as a measure, until the track will have become thoroughly consolidated.

I submit this reduction of speed as certainly advisable; and did difficulty was experienced last year in bringing the embankments into a fit condition for traffic; and the road will require close supervision during the monsoon now coming on:

will pass the Aberyan bridge at 5-30. p.m. instead of at 7. I forwarded with my endorsement of the 27th instant No 289, an application from the Agent for permission to run trains over the Aberyan bridge as usual, up to 8 p.m; but as by the new Time Table, the train will reach the Aberyan an hour and half earlier, I would now recommend that the prohibition against crossing the bridge after dark be enforced; but that if in an exceptional instance the train is detained so much as not to reach the Jervis in day-light, the

Re

the precaution must be taken of first running the Engine the bridge, before the train is allowed to proceed.

I have the honour to be,
Sir,
Your most obed't Serv't
C Scratchley Capt'n
R.E.

Cardiff
30th June
1851

for Mess: Enys for Rapp

(21) 5

RAILWAY DEPARTMENT.

No. 3113.

From

The Consulting Engineer
for Railways,

To

The Secretary to Government,
P. W. Department,
Fort St. George.

Dated 4th August 1871.
Received 3rd July

No. 297

Sir,

I have the honor to forward herewith a revised Time Table for the North west-line, Number Railway.

No. 316

Madras Railway

# Proposed Train Service on the North West Line on and after 9th July 1871.

336

| Stations | Trains North from Arconum | | | | | |
|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 |
| | Goods | 1. 2. 3 1st Goods | 1. 2. 3 1st Goods | 1. 2. 3 1st Goods | 1. 2. 3 1st Goods | 1. 2. 3 1st Goods |
| | A M | A M | A M | A M | P M | P M |
| Madras — Dep | | 7 0 | 11 30 | | 2 30 | |
| Perambore | | 7 12 | 11 40 | | 2 55 | |
| Avady | | 7 45 | — | | 3 30 | |
| Tirumanore | | — | — | | 3 45 | |
| Trivellore | | 8 20 | 12 56 | | 4 15 | |
| Cudumbatthoor | | — | 1 45 | | 4 25 | |
| Chinnamapett | | 8 45 | — | | 4 45 | |
| Arconum — Arr | | 9 0 | 1 16 | | 5 15 | |
| do — Dep | | 9 15 | 1 20 | | 5 40 | |
| Timillany | | 9 51 | — | | 6 10 | |
| Nazgery | | 10 28 | — | | 6 40 | |
| Puttoor | | 11 5 | 2 25 | | 7 15 | |
| Poody | | 11 50 | — | | 7 50 | |
| Tiruppelly — Arr | | 12 20 | 3 0 | | 8 10 | |
| do — Dep | 5 40 | 12 50 | 3 5 | | | |
| Ballypully | 6 40 | — | — | | | |
| Codoor — Arr | 7 20 | 2 25 | 4 15 | | | |
| do — Dep | | 2 35 | 4 25 | | | |
| Reddypully | | 3 23 | — | | | |
| Rajampett | | 3 50 | — | | | |
| Nundalore | | 4 20 | 5 35 | | | |
| Wontimettah | | 4 58 | — | | | |
| Cuddapah — Arr | | 5 45 | 6 35 | | | |
| do — Dep | | | 7 5 | | | 6 50 |
| Tamalapoor | | | — | | | 7 42 |
| Yerragoontla | | | 8 45 | | | 7 17 |
| Moodanoor | | | 9 22 | | | 8 52 |
| Kondipureum | | | 10 35 | | | 9 44 |
| Tadputri | | | 12 0 | | | 10 27 |
| Royalcherroo | | | 1 12 | | | 11 39 |
| Gooty — Arr | | | 2 12 | | | 12 30 |
| do — Dep | | | 2 40 | 4 45 | | 1 0 |
| Goondacul — Arr | | | 3 50 | 5 30 | | 1 45 |
| Goondacul — Dep | | | — | 5 45 | | 2 10 |
| Veeraapoor | | | — | 6 40 | | 3 0 |
| Bellary — Arr | | | — | 7 30 | | 3 55 |
| Goondacul — Dep | | | 4 0 | | | |
| Nuncherla | | | 4 40 | | | |
| Austpee | | | 5 50 | | | |
| Adoni | | | 6 45 | | | |
| Hosgee | | | 7 35 | | | |
| Tungabudra | | | — | | | |
| Mathmurri | | | 8 25 | | | |
| Raichoor — Arr | | | 8 55 | | | |
| do — Dep | | | 9 45 | | | |
| Chickasagoor — Arr | | | 10 20 | | | |
| | A M | P M | A M | A M | P M | P M |

| Stations | Trains South from Arconum | | | | | |
|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 |
| | Goods | 1. 2. 3 1st Goods | 1. 2. 3 1st Goods | 1. 2. 3 1st Goods | 1. 2. 3 1st Goods | 1. 2. 3 1st Goods |
| | A M | A M | A M | P M | P M | A M |
| Chickasagoor — Dep | | | | | 3 45 | |
| Raichoor — Arr | | | | | 4 20 | |
| do — Dep | | | | | 5 20 | |
| Mathmurri | | | | | 5 55 | |
| Tungabudra | | | | | — | |
| Hotgee | | | | | 6 45 | |
| Adoni | | | | | 7 45 | |
| Austpee | | | | | 8 47 | |
| Nuncherla | | | | | 9 56 | |
| Goondacul — Arr | | | | | 10 35 | |
| Bellary — Dep | | | 9 0 | 6 0 | — | |
| Veeraapoor | | | 9 50 | 6 45 | — | |
| Goondacul — Arr | | | 10 45 | 7 30 | — | |
| Goondacul — Dep | | | 11 10 | 7 40 | 10 40 | |
| Gooty — Arr | | | 11 50 | 8 30 | 11 55 | |
| do — Dep | | | 12 30 | | 12 12 | |
| Royalcherroo | | | 1 20 | | 1 12 | |
| Tadputri | | | 2 12 | | 2 12 | |
| Kondipureum | | | 3 15 | | 3 22 | |
| Moodanoor | | | 4 1 | | 4 20 | |
| Yerragoontla | | | 4 39 | | 5 0 | |
| Tamalapoor | | | 5 13 | | 5 38 | |
| Cuddapah — Arr | | | 6 0 | | 6 22 | |
| do — Dep | | | | | 7 0 | 8 10 |
| Wontimettah | | | | | 8 0 | 9 0 |
| Nundalore | | | | | — | 9 38 |
| Rajampett | | | | | — | 10 8 |
| Reddypully | | | | | 9 5 | 10 35 |
| Codoor — Arr | | | | | 9 10 | 11 23 |
| do — Dep | 7 40 | | | | — | 11 30 |
| Ballypully | 8 20 | | | | 10 20 | 12 50 |
| Tiruppelly — Arr | 9 10 | | | | 10 30 | 1 20 |
| do — Dep | | | 5 30 | | — | 1 47 |
| Poody | | | 6 0 | | 11 5 | 2 25 |
| Puttoor | | | 6 35 | | — | 3 2 |
| Nazgery | | | 7 7 | | — | 3 40 |
| Timillany | | | 7 40 | | 12 10 | 4 15 |
| Arconum — Arr | | | 8 5 | | 12 15 | 5 20 |
| do — Dep | | | 8 20 | | — | — |
| Chinnamapett | | | 8 40 | | 12 45 | 6 0 |
| Cudumbatthoor | | | 9 0 | | 12 55 | 6 19 |
| Trivellore | | | 9 15 | | — | — |
| Tirumanore | | | 9 47 | | — | 6 55 |
| Avady | | | 10 5 | | 1 50 | 7 15 |
| Perambore | | | 10 35 | | 2 0 | 7 40 |
| Madras — Arr | A M | A M | 10 50 | P M | P M | P M |

Traffic Manager's Office
Madras, 27th June 1871

Confirmed

Thursfield Austin
Ag. Chief Engr

Signed H. E. Church
Traffic Manager

P.W.D. 3213/71

A:1896. P.W.D.

Proceedings of the Madras Government

Read Rec. for Closing.

From,

The Sy. Coy. Engineers for Railways (G.O. No. 291 & 27th June/71)

" do do - (G.O. No. 297 & 30th June/71)

The Government approve of the revised Time Table for the North West Line submitted with the second of the letters above recorded, and as in consequence it will rarely, if ever, happen that the train will not reach the Cheyaur in day light there appears no necessity for any further conveyance than that in the event of any detention which

which may prevent
the train reaching
the river during day
light, the train should
halt until the Engine
detached shall have
first passed over.

G. S. H.

Assistant Superintendent
Railways

Delhi 19/7/71.

Use 3043 & 3113

Cost of 1871 Works.

PUBLIC WORKS.

Hd Asst Consulting Engr
for Railways

2

18th July 1896.

306 & 308

Line Cable. The Imperial Line Cable, submitted by Messrs Forbes, for the Running of Trains on the Arbuthnot Line. Rod Dia Rq, referred to Remarks.