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MADRAS RECORD OFFICE.**Government of Madras.***Public Works* **DEPARTMENT.**

G.O. No.	397	Press
		-Mis.-
203-204		
Dated	8-2-	187/.

Not to be folded or roughly handled

3/11

115

*Proceedings of the Madras Government, Public Works Department,
8th February 1871.*

No. 203. Read the following Endorsement of the Acting Consulting Engineer for Railways, dated Madras, 4th February 1871, No. 57 :—

From the Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 27th January 1871, No. 64.

I HAVE the honour to inform you that upon the receipt of your letter No. 20, of the 14th instant, with which was forwarded a copy of G. O., No. 79, dated the 12th idem, I called upon the Chief Engineer and Traffic Manager for an expression of their views as to the arrangements proposed by the Government for expediting

the transmission of the mails on the North-west Line, and I now enclose copies of communications* which they have made to me after personal discussion upon the subject.

* From Chief Engineer, No 39, 23rd January 1871
From Traffic Manager, No C/0-41, 25th January 1871.

2. With regard to the first expedient suggested by the Government, namely, that the running of night trains be resumed between Arconum and Cuddapah, both the Chief Engineer and the Traffic Manager are of opinion that it could not be adopted with safety.

3. Since the order was passed we have, as you are aware, experienced another serious interruption at the Cheyaur, owing to the temporary road across the bed of the river having been partially destroyed by a sudden rise of the stream. The rains which caused the freshes in the river were very unusual at this season, and the recent mishap is an illustration of what we may be liable to until the permanent bridge is reconstructed.

4. Having regard to this and to the extraordinary precautions which have to be adopted in working even day trains over the temporary road, I entirely agree with Mr. Anderson and Mr. Church in thinking that it would be unsafe to run trains over the Cheyaur except by day-light.

5. The Traffic Manager has, however, prepared the enclosed time bill, from which it will be seen that passengers and mails leaving Madras at 10 P.M. will arrive at the Toongabudra at 6-30 P.M. the following day, and leaving the Toongabudra at 7 A.M. will reach Madras at 3 30 A.M. the following day.

6. A reference to the Traffic Manager's letter will show that by the proposed new service the ordinary mails from Bombay to Madras and *vice versa* would be accelerated by 14 and 15 hours respectively, while the Overland Mails would not be affected except that the Overland Packets from Madras would have to be closed at 9 P.M. instead of at 5 A.M. on the following day, as at present.

7. I have the honour to submit this revised time bill in accordance with the wishes of the Government; but at the same time I must call attention to the remarks of the Traffic Manager in regard to the circumstances under which the time table now in force was adopted, and to the danger which attends frequent alterations in the times of trains on a single line of Railway.

8. If His Excellency the Governor in Council determines that the new service of trains shall come into operation on Monday the 13th proximo, I must ask you to be good enough to communicate the necessary orders at the earliest possible moment.

*Proceedings of the Madras Government, Public Works Department,
8th February 1871.*

From the Chief Engineer, to the Agent and Manager of the Madras Railway Company, dated Madras, 23rd January 1871, No 39.

With reference to your endorsement of Consulting Engineer's letter, No. 20, of 14th instant, and to the discussions which I have had with yourself and the Traffic Manager on the subject, I have no hesitation in recording my opinion that no trains should be run over the temporary road across the Cheyaur river at night

2 With such precautions as we have adopted the ordinary day traffic can be conducted without the slightest risk of accident. A properly qualified Inspector accompanies each train across the river, having first thoroughly examined the temporary road and bridges and satisfied himself of their safety. This duty is easily enough performed by day-light, but it would be next to impossible to ensure its being efficiently done on a dark night, and I therefore most strongly urge that, any revision of the present time table, provision should be made that no train should cross the Cheyaur at an earlier hour than 6-45 A.M., or a later than 6-45 P.M.

From the Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 25th January 1871, No C/0-41.

Train Service on North-west Line

In accordance with the views expressed in the Order of Government, No 79, of the 12th instant, I beg to submit a revised time table showing a through service daily between Madras and the Toongabudra river. The trains have been specially arranged to meet the restriction very properly imposed by the Chief Engineer in regard to the temporary arrangements for crossing the Cheyaur river.

2. Compared with the existing service of trains the new service would have the effect of accelerating the ordinary mails between Madras and Bombay by 14 and 15 hours, as shown in the following table.—

Between.	PRESENT SERVICE.		Proposed Service for both.
	Overland Mails.	Ordinary Mails.	
	Hours	Hours	Hours
From Madras to Toongabudra	19	35	20½
" Toongabudra to Kistna	14	20½	20
" Kistna to Bombay	23	23	23
	56	78½	63½
From Bombay to Kistna	23	23	23
" Kistna to Toongabudra	11½	22½	19
" Toongabudra to Madras	22½	30½	20½
	56½	76	62½

so that, while the new train service will considerably expedite the transport of the ordinary mail, the "Overland" from Bombay will be delivered to the public at Madras at the same time as at present, and it will only be necessary to close the "Overland" from Madras at 9 P.M. instead of 5 A.M. on the following day.

3. In submitting this time table I would, however, respectfully beg to remind the Government that, on the opening to Raichore, another alteration must be made, and of a much more violent character, to meet the times of the Great Indian Peninsula Railway, which I understand cannot be altered, and here it is my duty to point out that frequent alterations in the times of trains on a single line of Railway are attended with very great risk, and discourage the best pay-

*Proceedings of the Madras Government, Public Works Department,
8th February 1871.*

ing portion of our passenger traffic. The climate necessitates the employment of a large subordinate native staff, and it is extremely inexpedient to be constantly changing our train arrangements.

4. The existing time table was submitted to the Post Master General after discussion at a Stores Committee held on the 4th November, and the delay that would take place in the transport of the ordinary mail specially pointed out, in order that, if there was any real objection to the proposed times, the question might be further discussed before steps were taken to obtain the sanction of Government.

5. Yet nearly two months after the Government had been led to suppose that the time table would meet the requirements of the Postal Department, and after the Railway Company had incurred a serious outlay in printing time tables, the Railway Company is asked to make a change in the train service on the North-west Line, because the existing service, approved of two months previously by the Post Master General, is not suited to the requirements of the Post Office.

6. It is not my wish to make difficulties, particularly in any matter affecting the convenience of the public, but it is my duty, in the interests of the travelling community and of the Company, to point out how very prejudicial frequent changes are, in order that future time tables may be well considered before they are adopted and put in force.

7. If it is still the wish of the Government that a change should be made, I would name Monday, the 13th February, and in the meantime solicit early sanction to the proposed time table, as the printing and correction of it occupy a great deal of time.

MADRAS

Draft Time-table of through service

TRAINS FROM MADRAS									
Stations				WEEK DAYS				SUNDAYS	
				1	2	3	4	1	2
				Goods	1, 2, 3, and Goods.	1, 2, 3, and Goods	1, 2, and Goods	1, 2, 3, and Goods.	1, 2, and Goods
Dept				A	M	P	M	P	M
Madras	..	..	..	8	50	2	30	10	0
Salt Cotaar	..	..	..	9	0	2	45	9	0
Perambore	..	..	..	9	10	2	55	9	10
Avady	..	..	..	9	39	3	30	9	39
Tinnanore	..	..	..	9	55	3	45	9	55
Trivellore	..	..	..	10	20	4	15	10	20
Cudumbathoor	..	..	..	10	30	4	27	10	30
Chinnamapett	..	..	..	10	43	4	45	10	43
Aroonum Junction	..	..	Arrival.	11	8	5	15	11	8
Do	do	..	Dept	11	20	5	40	11	20
Tiruttany	..	..	..	11	45	6	10	11	45
Naggery	..	..	..	12	12	6	40	12	12
Puttoor	..	..	..	12	40	7	15	12	40
Poodu	..	..	..	1	7	7	50	1	7
Tiruputty	..	..	Arrival	1	25	8	10	1	25
Do	..	..	Dept	5	45	1	40	5	45
Ballapully	..	..	Arrival	6	45	3	0	6	45
Codoor	..	..	..	7	30	3	0	7	30
Do	..	..	Dept	8	15	6	10	8	15
Reddypully	..	..	..	4	0	6	40	4	0
Rajampett	..	..	..	4	30	6	40	4	30
Cheyaur	..	..	Arrival.	7	10	5	5	7	10
Do	..	..	Dept	5	5	7	45	5	5
Nundalore	..	..	..	5	50	7	45	5	50
Wontmetta	..	..	..	6	40	8	30	6	40
Cuddapah	..	..	Arrival	8	30	9	30	8	30
Do	..	..	Dept	8	50	9	30	8	50
Camalappoor	..	..	..	9	30	9	57	9	30
Yerragoontla	..	..	..	10	25	10	25	10	25
Moodanoor	..	..	..	11	5	11	5	11	5
Kondipuram	..	..	..	11	53	11	53	11	53
Tadputri	..	..	..	12	35	12	35	12	35
Royalchervoo	..	..	..	1	25	1	40	1	25
Ghooty	..	..	Arrival.	1	40	2	30	1	40
Do	..	..	Dept	2	30	3	50	2	30
Goondacul	..	..	Arrival	3	50	4	5	3	50
Veerapoor	..	..	..	2	40	3	10	2	40
Goondacul	..	..	Dept	4	5	4	56	4	5
Nancherla	..	..	..	5	50	5	55	5	50
Auspre	..	..	..	6	30	6	30	6	30
Adony	..	..	Arrival	2	40	3	10	2	40
Kosgee	..	..	Dept	3	10	4	5	3	10
Do	..	..	Arrival	4	5	4	56	4	5
Toongabuddra	..	..	..	5	50	5	55	5	50

Public Works Department, 8th February 1871.

RAILWAY.

between Madras and Toongabuddra river

TRAINS TO MADRAS												
Stations.			WEEK DAYS				SUNDAYS					
			1	2	3	4	1	2				
			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	A	M
Toongabuddra	..	Dept	.	.	...	.	7 0	.	.	7 0	.	.
Kosgee	..	Arrival	..	..	.	...	7 25	.	.	7 25	.	.
Do	..	Dept	..	..	...	...	7 35	.	.	7 35	.	.
Adony	..	..	..	.	...	...	8 25	...	...	8 25	.	.
Auspre	..	..	.	..	...	...	9 15	.	.	9 15	.	.
Nancherla	..	..	.	..	...	...	10 10	...	...	10 10	.	.
Goondacul	..	Arrival	..	..	.	...	10 40	.	.	10 40	.	.
							9 30	..		9 30		
Veerapoor	..	..	.	...	.	.						
Goondacul	..	Dept	.	.	.	...	10 45	.	.	10 45	.	.
Ghooty	..	Arrival	.	.	.	.	11 25	.	.	11 25	.	.
Do	..	Dept	.	.	.	...	11 45	...	...	11 45	.	.
Royalchervoo	...	..	..	.	.	.	12 35	..	.	12 35	.	.
							1 20			1 20		
Tadpatri	.	..	..	.	.	.	2 8	.	.	2 8	.	.
Kondipuram	..	..	.	.	.	.	2 50	.	.	2 50	.	.
Moodanoor	.	..	.	.	.	.	3 18	.	.	3 18	.	.
Yerragoontla	.	..	.	.	.	..	3 45	.	..	3 45	.	.
Camalappoor	.	..	.	.	.	..	4 35	.	..	4 35	.	.
Cuddapah	..	Arrival	.	.	.	.	1, 2, and Goods			1, 2, and Goods		
Do	..	Dept	.	.	.	9 30	5 0	9 30	5 0			
Wontmetta	.	..	...	.	.	10 13	5 50	10 13	5 50			
							6 25		10 44	6 25		
Nandalore	..	..	.	.	.	10 44	.	.	.	.	.	.
Cheyaur	.	Arrival	.	.	.	..	.	..	..	.	.	.
Do	.	Dept	.	.	.	.	.	.	.	.	.	.
Rajampett	.	..	.	.	.	11 14	6 55	11 14	6 55	.	.	.
Reddypully	.	..	.	.	.	11 38	7 25	11 38	7 25	.	.	.
Codoor	.	..	.	.	.	12 14	8 5	12 14	8 5	.	.	.
Do	.	Arrival	.	.	.	12 20	8 20	12 20	8 20	.	.	.
Ballapully	.	Dept	7 45	.	.	.	.	.	.	.	.	.
Tiruputty	...	Arrival	8 25	.	.	.	.	.	.	.	.	.
Do	..	..	9 20	.	.	1 40	9 50	1 40	9 50	.	.	.
							10 10		1 55	10 10		
Do.	..	Dept.	..	.	.	5 30	1 55					
							6 5		2 15	6 5		
Poodu	.	..	.	.	.	6 40	2 45	..	2 45	.	.	.
Puttoor	.	..	.	.	.	7 12	3 15	.	3 15	.	.	.
Naggery	..	..	.	.	.	7 45	3 50	.	3 50	.	.	.
Tiruttany	..	..	.	.	.	8 15	4 15	12 40	4 15	12 40	.	.
Aroonum Junction	..	Arrival.	.	.	.	.	.	.	.	.	.	.
							8 25		4 25	8 25		
Do do	.	Dept	.	.	.	8 45	4 45	..	4 45	.	.	.
Chinnamapett	..	..	.	.	.	.	.	.	.	.	.	.
							9 10		5 4	9 10		
Cudumbathoor	..	..	.	.	.	9 25	5 15	..	5 15	.	.	.
Trivellore	.	..	.	.	.	9 55	5 39	..	5 39	.	.	.
Tinnanore	.	..	.	.	.	.	.	..	.	.	.	.
							10 15		5 55	10 15		
Avady	.	..	.	.	.	.	.	..	.	.	.	.
							10 45		6 25	10 45		
Perambore	..	..	.	.	.	10 55	6 35	..	6 35	.	.	.
Salt Cotaar	..	..	.	.	.	11 0	6 40	..	6 40	.	.	.
Madras	..	Arrival	..	.	.	.	.	3 39	6 40	3 39	.	.
							A	M	P	M	A	M
							A	M	P	M	A	M

MADRAS,
25th January 1871.

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

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

*Proceedings of the Madras Government, Public Works Department,
8th February 1871.*

SUBMITTED to the Government.

The Agent and Manager of the Madras Railway furnishes a revised time table for the North-west Line, prepared on the suggestion of the Government, that, to avoid the detention of the mails

between the Toongabudra and Madras, either night trains should be run again between Arcunum and Cuddapah, or a night service should be established between Ghooty and the Toongabudra.

2. The Chief Engineer strongly urges that no train should run over the temporary road in the Cheyaur river during the night, and it is proposed that a train should leave Madras at 10 P.M., crossing the Cheyaur in good day-light about 7 A.M., and reaching the Toongabudra at 6-30 that evening. From the Toongabudra the train will start at 7 A.M., arriving at the Cheyaur before dark at about 6-30 P.M., and reaching Madras at 3-30 the following morning.

By this arrangement the daily mail travels from Madras to the Toongabudra in $14\frac{1}{2}$ hours less time than at present, and in the opposite direction $10\frac{1}{2}$ hours are gained, the time occupied on the journey being in both cases the same, namely, $20\frac{1}{2}$ hours.

The Europe Mails will be detained $12\frac{1}{2}$ hours in coming to Madras, and $9\frac{1}{2}$ hours the other way, in comparison with the times now kept; for by the special night trains the mails have been carried on between Ghooty and the Toongabudra with but little delay, and by the new time table the mails will be kept a night at the Toongabudra.

3. There will not however, I think, be any objection to this detention, as practically there will be no loss of time. The mail will leave Madras at 10 P.M. instead of at 6 A.M., so that the hour of closing will be after the day's work is over, likewise by the inward mail reaching Madras at 3-30 A.M., instead of at 9-30 P.M., letters will be delivered at the same hour in the morning.

4. I have conferred with the Postmaster General, and he pointed out one objection to the through train from the Toongabudra arriving in Madras at 3-30 A.M., that editors would not get news in time for their morning edition, and the public would not receive their news till the evening or following morning. An early train from the Toongabudra to start at about 3 A.M. would bring the mail in at 9-30 P.M. as at present, and obviate the inconvenience.

I have suggested this arrangement to the Agent, but the Traffic Manager points out that an early train from the Toongabudra would necessitate a second train for local passengers later in the day, involving also a return train and 150 train miles extra daily. To meet the requirements for goods also, another train would be run between Arcunum and Cuddapah; and Mr. Church's figures show that there would be altogether $258\frac{1}{2}$ miles additional run each day.

5. Thus, as the mails will be received and despatched with equal convenience either way, I recommend that the revised time table be sanctioned for adoption for the present, until the opening of the line to Raichore, when there will necessarily be another change for the through journey to Bombay.

(Signed) H. L. PRENDERGAST, Captain, R.E.,
Ag. Consgr. Engr. for Railways.

*Proceedings of the Madras Government, Public Works Department,
8th February 1871.*

No. 204. ORDER THEREON, 8th February 1871, No. 397.

RAILWAY, No. 27.

THE time table submitted with this letter is approved.

2. The Government are fully alive to the inexpediency of frequently altering the time tables, but under present circumstances and so long as the state of the Cheyaur bridge renders the resumption of a regular night service undesirable, His Excellency the Governor in Council fears that it will not be possible to arrange a time table with any expectation of its remaining permanent.

(True Extract)

Colonel, R.E.,
Secretary to Government.

To the Acting Consulting Engineer for Railways.

Exd S T. Angustin.

Gobt. of {1871} Madras.
PUBLIC WORKS.

To
THE ACTING CONSULTING ENGINEER
FOR RAILWAYS.

Dated February, 8th.

Encl.

Encl.

G. O., 8th February 1871, No. 397

FEBRUARY
Nos. 203-204

Revised time table—The revised time table for the running of trains between Madras and Toongabudra river on the North-west Line of the Madras Railway, approved with remarks.

No. 64-

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE

Madras, 27th January 1871

From

R. B. S. Iyer Esq.,

Agent and Manager of the Madras

To

Captain H. C. Prendergast Esq.
Acting Consulting Engineer for Railways.

SIR,

I have the honor to inform you that upon the receipt of your letter No 20 of the 14th instant with which was forwarded a copy of G. O. No 79 dated the 12th idem, I called upon the Chief Engineer and Traffic Manager for an expression of their views as to the arrangements proposed by the Government for expediting the transmission of the mails on the North West Line, and I now enclose copies of Communications which they have made to me after personal discussion upon the subject.

2 With regard to the first expedient suggested by the Government, vizt.:- that the running of night trains be resumed between Arcotum and Cuddalore, both the Chief Engineer and the Traffic Manager are of opinion that it could not be adopted with safety.

* From Ch Engr
No 39-23 Jan 71
From Traffic
No C 41 - 25th
Jan 71 -

3. Since the Order was passed as we have as you are aware experienced another serious interruption at the Cheyave, owing to the temporary road across the bed of the river having been partially destroyed by a sudden rise of the stream. The rains which caused the freshets in the river were very unusual at this season and the recent mishap is an illustration of what we may be liable to until the permanent Bridge is reconstructed.

4. Having regard to this and to the extraordinary precautions which have to be adopted in working even Day Trains over the temporary road I entirely agree with Mr Anderson and Mr Church in thinking that it would be unsafe to run trains over the Cheyave except by daylight.

5. The Traffic Manager has however prepared the enclosed Time Bell, from which it will be seen that Passengers and Mails leaving Madras at 10 P.M. will arrive at the Srangabudra at 6.30 P.M. the following day, and leaving the Srangabudra at 7.0 a.m. will reach Madras at 3.30 a.m. the following day.

6 A reference to the Traffic Manager's letter will show that by the proposed new service the ordinary mails from Bombay to Madras and vice versa would be accelerated by 14 and 15 hours respectively, while the Overland mails would not be affected except that the Overland packets from Madras would have to be closed at 9 P.M. instead of at 5 P.M. on the following day as at present.

7. I have the honor to submit this revised Time Bill in accordance with the wishes of the Government, but at the same time I must call attention to the remarks of the Traffic Manager in regard to the circumstances under which the Time Table now in force was adopted, and to the danger which attends frequent alterations in the times of Trains on a single line of Railway.

8 If His Excellency the Governor in Council determines that the new service of Trains shall come into operation on Monday the 13th proximo, I must ask you to be good enough to communicate the necessary orders at the earliest possible moment.

I have the honor to be
 Sir,
 your most obedient servant
 W. J. R. M. M.
 Agent and Manager

low

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

186

No.

Recd.

39

S 30 15 4
Madras Railway Company
Chief Engineer's Office
Madras 23 January 1871.

The Agent and Manager,

Dear Sir;

With reference to your endorsement of Consulting Engineer's letter of 20 of 14 instants, and to the discussions which I have had with yourself and the Traffic Manager on the subject I have no hesitation in recording my opinion that no train should be run over the temporary road across the Cheyave river at night.

With such precautions as we have adopted the ordinary day traffic can be conducted without the slightest risk of accident - a properly qualified Inspector accompanies each train across the river, having first thoroughly examined the temporary road and bridges and satisfied himself of their safety. This duty is easily enough performed by day light but it would be next to impossible to ensure its being efficiently done on a dark night and I therefore most strongly urge that in any revision of the present time table provision should be made that no train should cross the Cheyave at an earlier hour than 6.45 am. or later than 6.45 pm.

Yours faithfully
Percy Anderson
Chief Engineer.

1 True Copy
Agent & Manager

Comptroller

20925

MADRAS RAILWAY.

From

The Agent and Manager.

To

Consulting Engineer

for Railways

Date 24 January 1871.
Recd. 28th

No. 64.

Replying to Consulting Engineer's letter of 20 January 1871 reference to the alternative arrangement suggested by the Govt for erecting the beam crossing of the Cheyave at the -
(4th line).

MS 335/71

C/44

559
1715
Madras Railway
Traffic Manager's Office
Madras 25 Jan 18

The Agent and Manager
M. A. Co

Dear Sir,

Train Service on North West Line

In accordance with the views expressed in the order of Government No. 79 of the 12th instant I beg to submit a revised Time Table showing a Through Service daily between Madras and the Cooumbudra River. The Trains have been specially arranged to meet the restriction very properly imposed by the Chief Engineer, in regard to the temporary arrangements for crossing the Cooumbudra River.

Compared with the existing service of Trains, the new service would have the effect of accelerating the ordinary mails between Madras and Bombay by 14 and 15 hours, as shown in the following Table.

Between	Present Service		Proposed Service for Both
	Overland Mails	Ordinary Mails	
	Hours	Hours	Hours
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Cooumbudra to Thiruv	14	20¼	20
Thiruv to Bombay	23	23	23
	56	78¼	63½
From Bombay to Thiruv	23	23	23
Thiruv to Cooumbudra	11¼	22¼	19
Cooumbudra to Madras	22½	30¾	20½
	56½	76	62½

11/3356/1

so that while the new Train Service will considerably expedite the transport of the ordinary mail, the "Overland" from Bombay will be delivered to the Public at Madras at the same time as at present, and it will only be necessary to close the "Overland" from Madras at 10 p.m. instead of 5 a.m. on the following day.

3 In submitting this Time Table I would, however, respectfully beg to remind the Government that on the opening to Raichur another alteration must be made, and of a much more violent character, to meet the times of the G. I. R. Railway, which I understand, cannot be altered, and hence it is my duty to point out that frequent alterations in the times of Trains on a single line of Railway are attended with very great risk, and discourage the best paying portion of our Passenger Traffic. The climate necessitates the employment of a large Subordinate Native Staff, and it is extremely inexpedient to be constantly changing our Train arrangements.

4 The existing Time Table was submitted to the Post Master General after discussion at a ~~Stores~~ Committee held on the 4th November, and the delay that would take place in the transport of the ordinary mail specially pointed out, and in that, if there was any real objection to the proposed times, the question might be further discussed before steps were taken to obtain the sanction of Government.

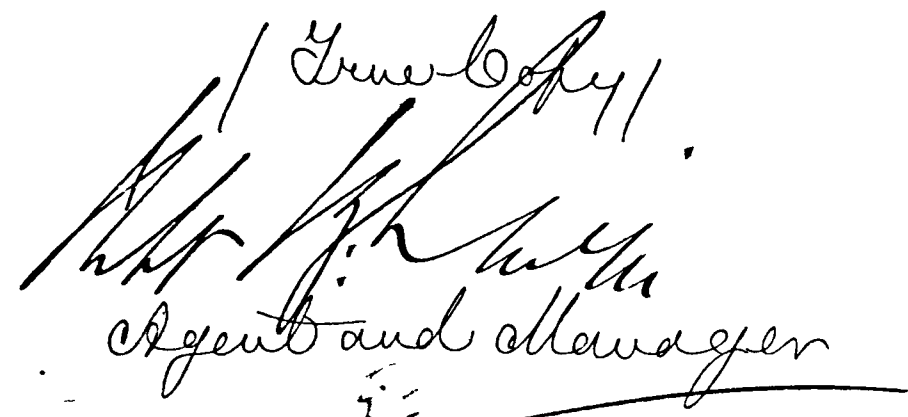
5 Yet nearly two months after the Government had been led to suppose that the Time Table would meet the requirements of the Postal Department, and after the Railway Company had incurred a

serious outlay in printing Time Tables, the Railway Company is asked to make a change in the Train Service on the South West Line, because the existing Service - approved of two months previously by the Post Master General, is not suited to the requirements of the Post Office.

6 It is not my wish to make difficulties, particularly in any matter affecting the convenience of the Public, but it is my duty, in the interests of the travelling Community, and of the Company, to point out how very prejudicial frequent changes are, in order that future Time Tables may be well considered before they are adopted and put in force.

7 If it is still the wish of the Government that a change should be made, I would name Monday the 13th February, and in the mean time solicit early sanction, to the proposed Time Table, as the printing and correction of it occupy a great deal of time.

Yours faithfully
H. B. Church
Traffic Manager.

/ True Copy /

Agent and Manager

Madras Railway Draft Time Table of Through Services between Madras & Tongabudra River

Trains from Madras							
Stations	Week days				Sundays		
	Goods				Goods		
	1	2	3	4	1	2	3
Madras Dep	8	50	2	30	10	0	8
Salt Colam	9	0	2	45			9
Perambore	9	10	2	55			9
Avady	9	20	3	30			9
Tymboore	9	55	3	45			9
Trivellore	10	20	4	15	11	30	10
Cudumbathore	10	30	4	27			10
Chinnamappett	10	45	4	45			10
Arconim Junction Arr	11	8	5	15	12	20	11
do Dep	11	20	5	40	12	40	11
Tiruttani	11	45	6	10			11
Jaggery	12	12	6	40			12
Puttoor	12	40	7	15	W		12
Goody	1	7	7	50			1
Tirupully Arr	1	25	8	10	3	10	1
do Dep	5	45	1	40	3	25	5
Ballypully	6	45					6
Cooloor Arr	7	30	3	0	5	0	7
do Dep			3	15	5	15	
Reddyfull	4	0			6	10	4
Chinnamappett	4	30			6	40	4
Cheyar Arr							
do Dep							
Amudalose	5	5			7	10	5
Wontunetlah	5	50			7	45	5
Cuddapah Arr	6	40			8	30	6
do Dep							
Camalapur					8	50	
Yerraguntla					9	30	
Chodanoor					9	57	
Chodanur					10	25	
Tadpatri					11	5	
Royalcherror					11	53	
Goody Arr					12	35	
do Dep					1	25	
Goondacul Arr					1	40	
do Dep					2	30	
Teerapoor					3	50	
Goondacul Dep					2	40	
Kuncherla					3	10	
Kuspre					4	5	
Adoni					4	50	
Kosge Arr					5	50	
do Dep					5	55	
Tongabudra Arr					6	30	

Trains to Madras							
Stations	Week days				Sundays		
	Goods				Goods		
	1	2	3	4	1	2	3
Tongabudra Dep					4	0	7
Kosge Arr					4	25	7
do Dep					4	35	7
Adoni					8	25	8
Kuspre					9	15	9
Kuncherla					10	10	10
Goondacul Arr					10	40	10
Teerapoor					9	30	9
Goondacul Dep					10	45	10
Goody Arr					11	25	11
do Dep					11	45	11
Royalcherror					12	35	12
Tadpatri					1	20	1
Chodanur					2	8	2
Chodanoor					2	50	2
Yerraguntla					3	18	3
Camalapur					3	45	3
Cuddapah Arr					4	35	4
do Dep							
Wontunetlah					9	30	9
Amudalose					10	13	10
Cheyar Arr					10	44	10
do Dep							
Rajampett					11	14	11
Reddyfull					11	38	11
Cooloor Arr					12	14	12
do Dep					12	20	12
Ballypully					1	40	1
Tirupully Arr					1	50	1
do Dep					1	55	1
Goody					2	15	2
Puttoor					2	45	2
Jaggery					3	15	3
Tiruttani					3	50	3
Arconim Junction Arr					4	15	4
do Dep					4	25	4
Chinnamappett					4	45	4
Cudumbathore					5	10	5
Trivellore					5	25	5
Tymboore					5	39	5
Avady					10	15	10
Perambore					10	45	10
Salt Colam					10	55	10
Madras Arr					11	0	11

Traffic Manager's Office
Madras 25th January 1871

[Signature]
Traffic Manager

[Signature]
Traffic Manager

MS 535/71

#457.

Submitted to the Government.

The Agent and Manager of the Madras Railway, furnishes a revised Time Table for the North-West Line, prepared on the suggestion of the Government, that, to avoid the detention of the mails between the Tondahudra and Madras, either night trains should be run again between Arcotum and Cuddapa, or a night service should be established between Gooty and the Tondahudra.

2. The Chief Engineer strongly urges that no train should run over the temporary road in the Chejair river, during the night: and it is proposed that a train should

N. 79
712th January
1871.

leave Madras at 10 P.M., crossing the
Chezaur in good day-light about 7 a.m.
and reaching the Vongabudra at
6-30 that evening. From the
Vongabudra the train will start
at 7 A.M., arriving at the Chezaur
before dark at about 6-30 pm, and
reaching Madras at 3-30 the following
morning.

By the arrangement
the daily mail, travels from Madras
to the Vongabudra in $14\frac{1}{2}$ hours less
time, than at present; and in the
opposite direction, $10\frac{1}{4}$ hours are
gained: the time occupied on the
journey being in both cases the
same, viz: $20\frac{1}{2}$ hours.

The Europe mails
will be detained $12\frac{1}{4}$ hours in

25/3 13

coming to Madras, and $9\frac{1}{4}$ hours
the other way: in comparison with
the times now kept, for by the special
night trains, the mails have been
carried on between Gortz and the
Vongabudra, with but little delay;
and by the new time table, the mails
will be kept a night at the Vonga-
budra.

3. There will not,
however, I think, be any objection to
this detention, as practically there
will be no loss of time. The
mail will leave Madras, at 10 P.M.
instead of at 6 A.M.; so that the
hour of closing, will be after the
day's work is over; likewise by the

inward mail reaching Madras, at 3-30 A.M., instead of at 9-30 P.M., letters will be delivered at the same hour in the morning.

4. I have conferred with the Post Master General, and he pointed out, one objection to the through train from the Soongabudra, arriving in Madras at 3-30 A.M., that editors would not get news in time for their morning edition: and the public would not receive their news till the evening, or following morning. An early train from the Soongabudra to start at about 3 A.M. would bring the mail in at 9-30 P.M., as at present, and

27/11
obviate the inconvenience.

I have suggested this arrangement to the Agent: but the Traffic Manager points out, that an early train from the Soongabudra, would necessitate a second train for local passengers later in the day, involving also a return train, and 150 train miles extra daily. To meet the requirements for goods also, another train would be run between Arcot and Cuddapa; and Mr. Chubb's figures show that there would be altogether $258\frac{1}{2}$ miles additional run each day.

5. Thus, as the mails will be received, and despatched, with equal convenience, either way, I

recommend that the revised Time
Table be sanctioned for adoption,
for the present, until the opening
of the Line to Raichore, when
there will necessarily be another
change for the through journey to
Bombay.

Madras 3
4th February 1871
Newspendgatt Captain R. E.

Ag. Consulting Eng^r
for Railways

To The Secretary to Government
Public Works Department
Fort Saint George

1871
Pro. of Govt. of Madras
No 535.

The Act^d Consulting Eng^r
for Railways.

To
The Secretary to Govt.
P. W. Dept^t

Dated 4th } Feb 1871.
Rec^d 4 }
Enc: 4.
No 57.

Submitting a
letter received from the
Agent & Manager of the
M. R. C. P. forwarding
a revised Time Table
for the M. R. C. line.

No 203
No 399-8th Feb 1871

Public Works Department
No 397
Proceedings of the Madras Government

Under date the 8th Feb 1871.

Read the following

From The Act^d Consulting Engineer
for Railways.

H. E. No 57 of 14th February 1871

The Time Table
submitted with this letter
is approved.

The Government
are fully alive to the
inconvenience of frequently
altering the Time Tables,
but under present cir-
cumstances and so
long as the state of the
Cheyair Bridge renders
the resumption of a
regular night service
undesirable, His Excel-
lency the Governor

in

in Council fears that
it will not be possible
to arrange a Time Table
with any expectation
of its remaining
permanent.

Ed

to.

The Long Engineer
for Railways

has despatched
P. C. 25/2/71.

Pro. 12 January 1871 N° 161

3/11/71 1/2 535.

Govt of 1871 Madras.

PUBLIC WORKS.

To
The Acting Consulting
Engineer for Railways

Further Pro. of 1871 N° 3-41

Date.

Recd.

End.

G. C. S. Feby 1871, N° 397.

Nos. 203 - 204

Revised Time Table. The re-
vised time table for the
running of trains between
M. P. S. & Mangalore
placed on the N. P. line of
the Madras Railways, ap-
proved with remarks.

recd. 18/2/71
P. C. 25/2/71