Read the following papers :—

No. 489. From Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 3rd December 1874, No. 736.

I HAVE the honor to submit, for the consideration and orders of Government, the marginally noted correspondence between the Postmaster-General and this office regarding the resumption of night traffic on the North-West Line of the Madras Railway. The subject has been referred to the Agent, whose reply is also enclosed.

From Postmaster-General, No. 10,069, 19th November 1874.
To Postmaster-General, No. 1,081, 19th November 1874.
From Postmaster-General, No. 10,508-4,570, 25th November 1874.
Letter No. 1,065, dated 1st December 1874, with enclosure from the Traffic Manager.

2. Under the present arrangements the Bombay mails occupy 52½ hours in transit to Raichore instead of 17½ hours, and as they lie in the Post Office during one night, both outwards and inwards, there is practically a delay of two days each way. The Bellary mails leaving at 7 A.M. arrive at 7 P.M. on the following day, and those for Cuddapah leaving also at 7 A.M. reach their destination at 6-30 P.M. of the same day. As explained by the Traffic Manager, nothing would be gained by running a night train between the Pennair and Raichore, and the question for decision appears to be whether a night service should be provided between Arconum and Cuddapah. By this means the mails for the latter place would be delivered at about the same time as usual, and a saving of one day be effected for all stations beyond.

3. There can be no doubt that a night service is quite unnecessary so far as the traffic is at present concerned, and if His Excellency in Council considers it absolutely necessary, in the interests of the public, that a train should be run for the carriage of the mails, I am of opinion that the cost of this special service may fairly be debited to the Postal Department. Though the present delay to the mails is to be regretted, it must be remembered that the Railway has suffered a heavy loss of traffic, and it therefore becomes necessary to work what little there remains as economically as possible.

From Major the Honorable E. R. BOURKE, Postmaster-General, Madras, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 19th November 1874, No. 10,069.

I WOULD beg to inquire how soon it is intended to resume night trains between Madras and Cuddapah? The present arrangement of only running a day train, leaving both Madras and Cuddapah in the morning, causes a detention of 24 hours to the mails both ways.

2. I am unwilling to appear to press the Railway Authorities at this particular time to run more trains than necessary. But I deem it my duty to bring this serious delay to the mail service to the notice of Government, with a view that orders may be issued for the resumption of the ordinary night service without further delay.

From Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Major the Honorable E. R. BOURKE, Postmaster-General, Madras, dated Madras, 19th November 1874, No. 1,081.

IN acknowledging receipt of your letter of this date, No. 10,069, I have the honor to state that I do not see any probability of the resumption of a night service of trains upon the North-

No. 490. From Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 16th December 1874, No. 761.

REFERRING to my letter No. 736, dated 3rd December 1874, I have the honor to submit* a letter from the Agent of the Madras Railway, forwarding for sanction a revised time-table of the train service proposed to be introduced on the North-West Line so soon as the temporary roads now being constructed across the beds of the Cheyaur, Paupugnee, and Chittravutty are completed.

* No. 1,108, dated 14th December 1874, with enclosures.

2. The revised time-table provides for the train leaving Madras at 6 A.M. and reaching Ghooty at 7 P.M.; leaving the latter station at 6-45 next morning and arriving at Raichore at 11-30 A.M, in time for the Great Indian Peninsula mail train.

From Raichore the train will start at 1-35 P.M., reaching Ghooty at 6 same evening; leaving it at 6 next morning, and arriving at Madras 7-40 P.M.

3. I have discussed the matter with the Railway Authorities, and am of opinion that, under the circumstances, it is the most effectual arrangement that can be adopted with due regard to safety and to the interests of the public. The running of trains during the night over the beds of such rivers as the Cheyaur, Paupugnee, and Chittravutty, cannot be recommended.

4. In accordance with the instructions* of the Government of India, a copy of the time-table has been forwarded for the consideration of the Postmaster-General, and I have no doubt that Major Bourke will object to the proposals upon the ground that no provision is made for a night service; but I am unable to recommend a change in this respect until adequate arrangements for the safe passage of trains over the damaged bridges have been made.

* *Vide* Proceedings of Government, 1st July 1870, No. 1,583.

5. I understand that the Postmaster-General is at present absent upon a tour of inspection, and as it is expected that the temporary roads across the beds of the three rivers will be completed early in January, I am anxious that the proposed arrangements for the train service should be laid before Government without loss of time. Any remarks upon the subject which may reach me from the Postmaster-General shall be at once submitted; but the Railway authorities desire to have the time-table printed without delay, and I trust that, under the exceptional circumstances, the Government will be pleased to take the matter into early consideration.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 14th December 1874, No. 1,108.

I HAVE the honor to enclose, for the sanction of His Excellency the Governor in Council, a draft time-table of the proposed new train service for the North-West Line to be introduced so soon as the roads now being constructed upon the beds of the rivers are completed.

2. You will doubtless remember that this subject was discussed at the meeting of the Stores Committee held in my office on the 11th instant, and that taking all the circumstances of our crippled condition into consideration, the service as now proposed was deemed the most eligible.

Proceedings of the Madras Government, Public Works Department,
28th December 1874.

3. I enclose also for submission to Government a copy of the Traffic Manager's letter, No. T-3,418, of the 12th instant, giving cover to the time-table.

From H. E. CHURCH, Esq., Traffic Manager, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 12th December 1874, No. T-3,418.

North-West Line Train Service.

I BEG to submit for sanction a draft time-table for the North-West Line Train Service, to be introduced on the completion of the laying in of the temporary roads across the beds of the rivers. The service is designed to avoid running over the river beds in the dark, and it will be seen from the time-table that this is effected by leaving Madras in one direction and Ghooty in the other at 6 A.M.

2. It is not proposed to run through between Madras and Raichore, but to break the journey at Ghooty for the night, because in the north-west direction there would be no object in continuing the journey to Raichore, to remain at that station until 12 noon the next day when the Bombay Train leaves Raichore, and because the continuation of the train between Ghooty and Raichore would involve the extra expense of a night staff. In the other direction the train from Raichore could not be continued beyond Ghooty without running over the beds of all the rivers at night.

3. I shall be glad of early sanction in order that the time-table may be placed in the hands of the printers before the holidays commence.

MADRAS

Draft Time-table of Trains for the North-West Line to be introduced

—	1	2	3	4	5
	1, 2, 3 Mail	1, 2, 3.	1, 2, 3 Mail.	3rd Class only.	1, 2, 3
	A. M.	A. M.	A. M.	A. M.	P. M.
Madras ... ... Dept.	... ...	... ...	6 0	... ...	1 45
Goods Shed Junction	... ...	... ...	... ...	... ...	... ...
Perambore	... ...	... ...	6 10	.. ...	2 0
Avady	... ...	... ...	6 33	... ...	2 37
Tinnanore	... ...	... ...	... ...	... ...	2 57
Trivellore	... ...	... ...	7 5	... ...	3 35
Cudumbatoor	... ...	... ...	... ...	... ...	3 52
Chinnamapett	... ...	... ...	... ...	... ...	4 20
Arconum ... ... Arr.	... ...	... ...	7 50	... ...	4 45
Do. ... ... Dept.	... ...	... ...	8 0	9 15	5 20
Tirutany	... ...	... ...	8 21	9 41	5 55
Naggery	... ...	... ...	... ...	10 13	6 34
Puttoor	... ...	... ...	9 11	10 46	7 13
Poody	... ...	... ...	... ...	11 17	7 50
Tirupetty ... ... Arr.	... ...	... ...	9 50	11 34	8 10
Do. ... ... Dept.	... ...	... ...	10 20	11 45	... ...
Ballypully	... ...	... ..	... ...	... ...	... ...
Codoor ... ... Arr.	... ...	... ...	11 35	1 0	... ...
Do. ... ... Dept.	... ...	... ...	11 45	1 40	... ..
Reddipully	... ...	... ...	12 19	2 36	... ...
Rajampett	... ...	... ...	12 40	3 8	... ...
Nundalore	... ...	... ...	1 10	3 42	... ...
Wontimettah	... ...	... ...	... ...	4 22	... ...
Cuddapah ... ... Arr.	... ...	... ...	2 15	5 15	... ...
Do. ... ... Dept.	... ...	9 0	2 25	... ...	... ...
Camalapoor	... ...	9 55	3 5	... ...	... ...
Yerragoontla	... ...	10 47	3 30	... ...	... ...
Moodanoor	... ...	11 35	3 58	... ...	... ...
Kondipuram	... ...	12 50	4 40	... ...	... ...
Tadputri	... ...	1 52	5 32	... ...	... ...
Royalcherroo	... ...	2 42	6 15	... ...	... ...
Ghooty ... ... Arr.	... ...	3 38	7 0	... ...	... ...
Do. ... ... Dept.	6 45	4 5	... ...	... ...	... ...
Goondacul ... . Arr.	7 35	4 55	... ...	... ...	... ...
Do. ... ... Dept.	8 10	5 15	... ...	... ...	... ...
Goondacul Junction	8 15	5 20	... ...	... ...	... ...
Veerapoor	9 4	6 15	... ...	... ...	... ...
Bellary ... ... Arr.	9 45	7 0	... ...	... ...	... ...
Goondacul ... ... Dept.	7 50	5 20	... ...	... ...	... ...
Goondacul Junction	7 55	5 25	... ...	... ...	... ...
Nuncherla	8 12	5 54	... ...	.. ...	... ...
Auspree	8 51	6 36	... ...	... ...	... ...
Adoni ... ... Arr.	9 24	7 15	... ...	... ...	... ...
Do. ... ... Dept.	9 34	... ...	... ...	... ...	... ...
Kosgee	10 21	... ...	... ...	... ...	... ...
Tungabudra	10 45	... ...	... ...	... ...	... ...
Mutmurri	11 1	... ...	... ...	... ...	... ...
Raichore ... ... Arr.	11 30	... ...	... ...	... ...	.. ...
	A M.	P. M.	P. M.	P. M.	P. M.

The Mail Train from Madras stops 30 minutes at Tirupetty for breakfast.

MADRAS,
12th December 1874.

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

RAILWAY.

on the completion of Temporary Roads laid through the River Beds.

—	1	2	3	4	5
	1, 2, 3.	1, 2, 3 Mail.	3rd Class only.	1, 2, 3.	1, 2, 3 Mail.
	A. M.	A. M.	A. M.	A. M.	P. M.
Raichore ... ... Dept.	... ...	... ...	... ...	... ...	1 35
Mutmurri	... ...	... ...	... ...	... ...	2 2
Tungabudra	... ..	... ...	... ...	... ...	2 18
Kosgee	.. ...	... ...	... ...	... ...	2 39
Adoni ... ... Arr.	... ...	... ...	... ...	... ...	3 21
Do. ... ... Dept.	... ...	... ...	... ...	5 45	3 31
Auspree	... ...	... ...	... ...	6 25	4 3
Nuncherla	... ...	... ...	... ...	7 5	4 33
Goondacul Junction	... ...	... ...	... ...	7 25	4 55
Goondacul ... ... Arr.	... ...	... ...	... ...	7 30	5 0
Bellary ... ... Dept.	... ...	... ...	... ...	6 0	3 15
Veerapoor	... ...	... ...	... ...	6 40	3 56
Goondacul Junction	... ...	... ...	... ...	7 35	4 45
Goondacul ... ... Arr.	... ...	... ...	... ...	7 40	4 50
Goondacul ... ... Dept.	... ...	... ...	... ...	8 15	5 20
Ghooty ... ... Arr.	... ...	... ...	... ...	9 0	6 0
Do. ... ... Dept.	... ...	6 0	... ...	9 45	... ...
Royalcherroo	... ...	6 45	... ...	10 32	... ...
Tadputri	... ...	7 28	... ...	11 20	... ...
Kondipuram	... ...	8 21	... ...	12 50	.. ...
Moodanoor	... ...	9 2	... ...	1 45	... ...
Yerragoontla	... ...	9 28	... ...	2 25	... ...
Camalapoor	... ...	9 55	... ...	3 5	... ...
Cuddapah ... ... Arr.	... ...	10 40	... ...	4 0	... ...
Do. ... ... Dept.	... ...	11 5	9 30	... ...	... ...
Wontimettah	... ...	... ...	10 28	... ...	... ...
Nundalore	... ...	12 10	11 5	... ...	... ...
Rajampett	... ...	12 40	11 48	... ...	... ...
Reddipully	... ...	... ...	12 19	... ...	... ...
Codoor ... ... Arr.	... ...	1 40	1 0	... ...	... ...
Do. ... ... Dept.	... ...	1 55	1 25	... ...	... ...
Ballypully	... ..	... ...	... ...	... ...	... ...
Tirupetty ... ... Arr.	... ...	3 10	2 45	... ...	... ...
Do. ... ... Dept.	6 0	3 20	3 45	... ...	... ...
Poody	6 30	... ...	4 7	... ...	... ...
Puttoor	7 8	4 2	4 40	... ...	... ...
Naggery	7 45	... ...	5 14	... ...	... ...
Tirutany	8 21	4 55	5 48	... ...	... ...
Arconum ... ... Arr.	8 45	5 20	6 15	... ...	... ...
Do. ... ... Dept.	9 5	5 35	... ...	... ...	... ...
Chinnamapett	9 27	... ...	... ...	... ...	... ...
Cudumbatoor	9 49	... ...	... ...	... ...	... ...
Trivellore	10 5	6 20	... ...	... ...	... ...
Tinnanore	10 35	6 45	... ...	... ...	... ...
Avady	10 57	... ...	... ...	... ...	... ...
Perambore	11 33	7 27	... ...	... ...	... ...
Goods Shed Junction	11 50	... ...	... ...	... ...	... ...
Madras ... ... Arr.	11 55	7 40	... ...	... ...	... ...
	A. M.	P. M.	P. M.	P. M.	P. M.

The Mail Train from Ghooty stops 25 minutes at Cuddapah for breakfast.

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

No. 491. From Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 22nd December 1874, No. 778.

ADVERTING to my letter No. 761, dated the 16th instant, I have the honor to submit, for the consideration of Government, a letter* from the Postmaster-General, upon the subject of the proposed train arrangements on the North-West Line of the Madras Railway.

* No. 1,971, dated 20th December 1874.

2. It will be seen that Major Bourke objects to the proposed service. He is of opinion that, after the completion of the temporary roads across the beds of the Cheyaur, Paupugnee, and Chittravutty rivers, the night service should be resumed according to the provisions of the time-table in force previous to October. For the present, pending the completion of the temporary roads, he is willing to accept the proposed service, subject to two alterations. Those alterations are, first, that the Bellary mails and passengers by the 6 A.M. train from Madras should be carried on the same day into Bellary, instead of stopping for the night at Ghooty; and, second, that the train from Raichore to Madras should leave Ghooty at 2-30 A.M. instead of 6 A.M.

3. I regret that I am altogether unable to second the Postmaster-General's recommendation that the night service of trains should be resumed on the North-West Line as soon as the temporary roads across the beds of the three rivers are finished. I am of opinion that such a course would be extremely hazardous, and I cannot too strongly protest against its adoption. A reference to the Proceedings of Government, under date the 8th February, 1871, No. 337, will show that the temporary road across the bed of the Cheyaur was then rightly held to be impassable by trains after dark; and now when, instead of one, three of the most treacherous rivers in Southern India have to be dealt with, I maintain that a night service of trains is for the present altogether out of the question.

4. As regards the two modifications suggested by the Postmaster-General in the day service proposed by the Railway Authorities, I regret that a similar objection holds good against the first, viz., that the Bellary mails and passengers should be run through without having to spend the night at Ghooty. The Government are aware that the Huggry is still unbridged, and it has always been held that the passing of trains after dark over the temporary road laid across the bed of that river is unsafe. A reference to the Proceedings of Government, under date the 5th April 1871, No. 1,002, will show that, when the Bellary branch was first opened, this was borne in view in preparing the time-table; and the restriction has been scrupulously attended to upon all subsequent alterations of the service. With such a river as the Huggry, I cannot recommend the removal of the restriction.

5. The second of the modifications suggested by Major Bourke has reference to the hour of starting the down through train from Bellary, and since the receipt of his letter I have discussed this point with the Railway Authorities. When the arrangements for the proposed service were first drawn up, this matter was not lost sight of, and it was with a view to accommodate the local traffic that 6 A.M. was named as hour for leaving the Ghooty. The Traffic Manager is however of opinion that this need not be insisted on, and that the local traffic can, without great inconvenience, be sufficiently accommodated by the slow train which leaves Ghooty at 9-45 A.M. It is however impossible to revert to the early hour, 2-30 A.M., named by the Postmaster-General, inasmuch as that would involve the crossing of the Chittravutty break during the dark. It is necessary, not only that each break should be crossed during daylight, but that time should be allowed for a thorough examination of each temporary road before a train is allowed to come on to it. Bearing this in view, the time for starting the down through train from Ghooty cannot be fixed earlier than 4 A.M. This will allow of the Chittravutty break being crossed in safety about 6-15 A.M., and Madras will be reached at 5 5 P.M. A revised time-table, embodying this modification, is submitted herewith for approval in substitution for the one which accompanied my previous letter.

6. With regard to the Postmaster-General's remarks upon the ignorance on the part of the public as to what the existing arrangements are between Madras and Raichore, it must be borne in mind that since the occurrence of the disastrous floods in October, there has been no through service on the North-West Line. At first, the whole of the train arrangements were upset, but as repairs were effected they were gradually resumed, until, as explained in my letter, No. 706, dated the 18th November, it was found possible to run trains from break to break, and so to reduce as much as possible the inconvenience to the public. It has not however been practicable to resume through booking of passengers, who have to make their own arrangements for crossing the breaks. The arrangements have been of course subjected to almost constant change according to the progress of the repairs, and it has therefore been thought unadvisable to publish a notice of them, until the completion of the temporary roads across the river beds admits of the resumption of a through service and through booking.

From Major the Honorable E. R. BOURKE, Postmaster-General, Madras, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 20th December 1874, No. 1,971.

IN reply to your letter, No. 1,203, dated 16th December 1874, forwarding me for report time-table for the North-West Line to be brought into use as soon as the temporary roads now being constructed over the beds of the Cheyaur, Paupugnee, and Chittravutty are completed, I would beg to draw your attention to the great delay that has elapsed since the breaks and the re-establishment of communication as well as the submission of a proposed revised time-table for a temporary mail service.

2. Through communication, I understand, has not as yet been re-established, and I would beg to be informed if the present proposed time-table is meant as a permanent or temporary arrangement, and whether it is proposed to resume the night service when the diversions over the rivers are completed?

3. From what I have myself seen of the breaks, I gather that it will be some months before the bridges can be repaired so that the trains may pass over.

4. If the present proposed time-table is only a temporary arrangement till the diversions are ready, I would beg to suggest that the Bellary mails and passengers by the 6 A.M. from Madras be carried into Bellary instead of stopping for the night at Ghooty. This would be very much more convenient both for the Bellary mails and passengers; detaining them at Ghooty for eleven hours for

no reason whatever appears to me to be an extraordinary and unnecessarily inconvenient proposal. I beg also to point out that the hour of leaving Ghooty in the journey to Madras), 6 A. M., is much too late; what is desired is to leave at such an hour that the first break (Chittravutty) can be reached at day break in the cool of the morning, the mails thus reaching Madras at such an hour to enable a delivery to be made the same afternoon. I would therefore suggest leaving Ghooty at 2-30 A. M., reaching the Chittravutty at 5-30 A.M. and Madras not later than 4. P.M. These are the proposals that I should wish to make in lieu of that which now exists, and to be carried out at once.

5. Nothing can possibly be more inconvenient than the present existing arrangements by which mails and passengers are subject to perfectly unnecessary detention and delays, and respecting which I wish to draw your early attention.

6. There is not, as far as I am aware, of any published time-table showing the hours of starting and arrival and existing railway service between Madras and Raichore. The Company's monthly guide, published under authority, does not make any allusion whatever to the existing train services on this portion of the Madras Railway, except publishing the fares and rates as well as the dates the separate portions of the North-West Line were first opened. I also remarked the absence of any notice whatever at any station on the line respecting the existing breaks and interruptions, or even the posting on any local notice board of the existing train service; the result being, that I was informed in Bombay, that there were no trains running on the North-West Line of the Madras Railway as no time-table was published in the monthly guide, and that passengers could not be booked through. Surely this cannot be in accordance with the wishes of Government.

7. Having lately passed over the whole line, and from the number of complaints I have heard made by the public, I am confident that the present serious delays and detentions are quite unnecessary and should at once be remedied.

8. If the present proposed time-table is to be permanent, to be in use till the repair of the bridges, and substituted in lieu of the night service, I must beg to urge most strongly that it be not sanctioned.

9. As a temporary arrangement, till the diversions are finished and ready for traffic, this proposed time-table, with the alterations I have suggested, is probably the best makeshift arrangement practicable. But for a semi-permanent measure, till the repairs of the bridges and the trains are able to run over the rivers, I would strongly urge the resumption of the night trains as heretofore. There can be no more danger in running over a diversion by night than by day. If the water is so low that the diversion is passable, it can be passed equally safely by night as by day. If, on the other hand, the river is down and in fresh the diversion cannot be used either by day or night.

10. I beg to attach a copy of the time-table I would propose to come in force at once, and to be used till the diversion over the Cheyaur, Paupugnee, and Chittravutty are ready, when I conclude the night service will be resumed and the sanctioned time-table be again brought into use.

PROPOSED MAIL TRAIN TIME-TABLE.

Madras to Raichore.

		1st Day.	2nd Day.
Madras	Dep.	6 A.M.	.....
Ghooty	Arr.	7 P.M.	.....
Do.	Dep.	.....	6-45 A.M.
Bellary	Arr.	9-40 P.M.	.....
Do.	Dep.	.....	6 A.M.
Raichore	,,	.....	11-30 A.M.

Raichore to Madras.

		1st Day.	2nd Day.
Raichore	Dep.	1-35 P.M.	.....
Ghooty	Arr.	6 P.M.	.....
Do.	Dep.	.....	2-30 A.M.
Bellary	Arr.	7 P.M.	.....
Do.	Dep.	3-15 P.M.	.....
Chittravutty	———	.....	5-30 A.M.
Madras.	Arr.	.....	4 P.M.

Draft Time-table of Trains for the North-West Line to be introduced on the completion of Temporary Roads laid through the River Beds.

—	1	2	3	4	5
	1, 2, 3 Mail.	1, 2, 3.	1, 2, 3 Mail.	3rd Class only.	1, 2, 3.
	A. M.	A. M.	A. M.	A. M.	P. M.
Madras ... ... Dept.	... ...	... ...	6 0	... ...	1 45
Goods Shed Junction	... ...	... ...	... ...	... ...	... ...
Perambore	... ...	... ...	6 10	... ...	2 0
Avady	... ...	... ...	6 33	... ...	2 37
Tinnanore	... ...	... ...	... ...	... ...	2 57
Trivellore	... ...	... ...	7 5	... ...	3 32
Cudumbatoor	... ...	... ...	... ...	... ...	3 48
Chinnamapett	... ...	... ...	... ...	... ...	4 18
Arconum ... ... Arr	... ...	... ...	7 50	... ...	4 45
Do. ... . Dept.	... ...	... ...	8 0	7 45	5 20
Tirutany	... ...	... ...	8 21	8 36	5 55
Naggery	... ...	... ...	... ...	9 8	6 34
Puttoor	... ...	... ...	9 11	9 41	7 13
Poody	... ...	... ...	... ...	10 12	7 50
Tirupetty ... ... Arr.	... ...	... ...	9 50	10 29	8 10
Do. ... ... Dept.	... ...	... ...	10 20	10 45	... ...
Ballypully	... ...	... ...	... ...	... ...	... ...
Codoor ... ... Arr.	... ...	... ...	11 35	12 0	... ...
Do. ... ... Dept.	... ...	... ...	11 45	12 25	... ...
Reddipully	... ...	... ...	12 19	1 5	... ...
Rajampett	... ...	... ...	12 40	1 32	... ...
Nundalore	... ...	... ...	1 10	2 10	... ...
Wontimettah	... ...	... ...	... ...	2 50	... ...
Cuddapah ... ... Arr.	... ...	... ...	2 15	3 45	... ...
Do. ... ... Dept.	... ...	9 0	2 25	... ...	... ...
Camalapoor	... ...	9 55	3 5	... ...	... ...
Yerragoontla	... ...	10 47	3 30	... ...	... ...
Moodanoor	... ...	11 35	3 58	... ...	... ...
Kondipuram	... ...	12 50	4 40	... ...	... ...
Tadputri	... ...	1 52	5 32	... ...	... ...
Royalcherroo	... ...	2 42	6 15	... ...	... ...
Ghooty ... ... Arr.	... ...	3 38	7 0	... ...	... ...
Do. ... ... Dept.	6 45	4 5	... ...	... ...	... ...
Goondacul ... ... Arr.	7 35	4 55	... ...	... ...	... ...
Goondacul ... ... Dept.	8 10	5 15	... ...	... ...	... ...
Do. Junction...	8 15	5 20	... ...	... ...	... ...
Veerapoor	9 4	6 15	.. ...	... ...	... ...
Bellary ... ... Arr.	9 45	7 0	... ...	... ...	... ...
Goondacul ... ... Dept.	7 50	5 20	... ...	... ...	... ...
Do. Junction...	7 55	5 25	... ...	... ...	... ...
Nuncherla	8 12	5 54	... ...	... ...	... ...
Auspree	8 51	6 36	... ...	... ...	... ...
Adoni ... ... Arr.	9 24	7 15	... ...	... ...	... ...
Do. ... ... Dept.	9 34	... ...	... ...	... ...	... ...
Kosgee	10 21	... ...	... ...	... ...	... ...
Tungabudra...	10 45	... ...	... ...	... ...	... ...
Mutmurri	11 1	... ...	... ...	... ...	... ...
Raichore ... ... Arr.	11 30	... ...	... ...	... ...	... ...
	A. M.	P. M.	P. M.	P. M.	P. M.

MADRAS,
22nd *December* 1874.

—	1	2	3	4	5
	1, 2, 3.	1, 2, 3 Mail.	3rd Class only.	1, 2, 3.	1, 2, 3 Mail.
	A. M.	A. M.	A. M.	A. M.	P. M.
Raichore ... ... Dept.	... ...	... ...	... ...	... ...	1 35
Mutmurri	... ...	... ...	... ...	... ...	2 2
Tungabudra...	... ...	... ...	... ...	... ...	2 18
Kosgee	... ...	... ...	... ...	... ...	2 39
Adoni ... ... Arr.	... ...	... ...	... ...	... ...	3 21
Do. ... ... Dept.	... ...	... ...	... ...	5 45	3 31
Auspree	... ...	... ...	... ...	6 25	4 3
Nuncherla	... ...	... ...	... ...	7 5	4 38
Goondacul Junction	... ...	... ...	... ...	7 25	4 55
Do. ... ... Arr.	... ...	... ...	... ...	7 30	5 0
Bellary ... ... Dept.	... ...	... ...	... ...	6 0	3 15
Veerapoor	... ...	... ...	... ...	6 40	3 56
Goondacul Junction	... ...	... ...	... ...	7 35	4 45
Do. ... ... Arr.	... ...	... ...	... ...	7 40	4 50
Goondacul ... ... Dept.	... ...	... ...	... ...	8 15	5 20
Ghooty ... ... Arr.	... ...	... ...	... ...	9 0	6 0
Do. ... ... Dept.	... ...	4 0	... ...	9 45	... ...
Royalcherroo	... ...	4 45	... ...	10 32	... ...
Tadputri	... ...	5 28	... ...	11 20	... ...
Kondipuram	... ...	6 21	... ...	12 50	... ...
Moodanoor	... ...	7 2	... ...	1 45	... ...
Yerragoontla	... ...	7 28	... ...	2 25	... ...
Camalapoor...	... ...	7 55	... ...	3 5	... ...
Cuddapah ... ... Arr.	... ...	8 40	... ...	4 0	... ...
Do ... ... Dept.	... ...	9 5	9 30	... ...	... ...
Wontimettah	... ...	... ...	10 28	... ...	... ...
Nundalore	... ...	10 10	11 5	... ...	... ...
Rajampett	... ...	10 40	11 48	... ...	... ...
Reddipully	... ...	... ...	12 19	... ...	... ...
Codoor ... ... Arr.	... ...	11 40	1 50	... ...	... ...
Do. ... ... Dept.	... ...	12 0	2 10	... ...	... ...
Ballypully	... ...	... ...	... ...	... ...	... ...
Tirupetty ... ... Arr.	... ...	1 15	3 30	... ...	... ...
Do. ... ... Dept.	6 0	1 20	3 45	... ...	... ...
Poody	6 30	... ...	4 7	... ...	... ...
Puttoor	7 8	2 0	4 40	... ...	... ...
Naggery	7 45	... ...	5 14	... ...	... ...
Tirutany	8 21	2 45	5 48	... ...	... ...
Arconum ... ... Arr.	8 45	3 5	6 15	... ...	... ...
Do. ... ... Dept.	9 5	3 12	... ..	... ...	... ...
Chinnamapett	9 27	... ...	... ...	... ...	... ...
Cudumbatoor	9 49	3 43	... ...	... ...	... ...
Trivellore	10 5	3 54	... ...	... ...	... ...
Tinnanore	10 35	... ...	... ...	... ...	... ...
Ayady	10 57	4 24	... ...	... ...	... ...
Perambore	11 33	4 54	... ...	... ...	... ...
Goods Shed Junction	11 50	... ...	... ...	... ...	... ...
Madras ... ... Arr.	11 55	5 5	... ...	... ...	... ...
	A. M.	P. M.	P. M.	P. M.	P. M.

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

No. 492. Endorsement of the Acting Chief Secretary, Financial Department, dated Fort St. George, 19th December 1874.

From P. MACFADYEN, Esq., Chairman of the Chamber of Commerce, to the Honorable D. F. CARMICHAEL, Acting Chief Secretary to Government, Fort St. George, dated Madras, 17th December 1874.

As the Government, the Chamber feel assured, will fully sympathize with the mercantile community in their anxiety to see the detention of the mails by the disasters on the North-West Line of Railway reduced to a minimum, I have been desired to ask the Government to urge the Railway Authorities to make such arrangements as will allow of the Overland Mail being despatched in future on Friday night at 7 or 8 o'clock. It seems certain that in that case the mails would reach the Cheyaur at daylight on Saturday, would cross all the breaks that day, lie at Raichore till Sunday afternoon, and thus reach Bombay in ample time to catch the steamer. The mails that left Bombay on Tuesday night could have reached Madras this afternoon, instead of to-morrow night, had the Railway arranged, as they surely can, for a mail train of decent speed. It is not creditable to the Presidency that our letters should, without urgent necessity, spend one night at Ghooty and one at Cuddapah, as they are now doing

2. I beg to avail myself of this opportunity to hand, for the information of Government, a copy of a letter addressed by the Chamber to the Agent and Manager of the Railway, making certain suggestions for the mitigation of the many grave inconveniences resulting from the breaks. The letter has not yet called forth an answer, though the suggestions are intimately connected with the interests of the Company. The Chamber, with reference to it, would now suggest that passengers should be again booked through, a small extra charge being made to defray the cost of conveyance across the rivers that are unbridged. At present passengers at the breaks are left to shift for themselves, and to rebook at each, which entails unnecessary inconvenience, seeing that the monopoly of labor at these breaks is with the Railway Company, and there is no reason why they should not utilize it for the comfort and the safety of their passengers.

From P. MACFADYEN, Esq., Chairman of the Chamber of Commerce, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 3rd December 1874.

THE Chamber need hardly remind you that the interruption to Railway traffic occasioned by the disastrous floods in the Cuddapah and Bellary Districts has resulted in serious inconvenience to the mercantile community of this port. For the last five weeks it has been quite impossible to make purchases of our staple exports owing to the inability of dealers in the interior to guarantee the delivery of produce in Madras. Four or five ships are now lying in the roads awaiting the delivery of cotton by the North-West Railway, and it is scarcely necessary to add that their long detention here must prove a serious pecuniary loss to owners or charterers. The Chamber feel persuaded that the Railway Company cannot have lost sight of these circumstances, and are willing to believe that the Company, in their own interests, are using every effort to effect a restoration of through traffic at the earliest possible date. The Chamber must however express their disappointment that no arrangements have yet been found practicable for forwarding cotton across the unbridged rivers, more especially as they understand that a private firm has been able, though at considerable trouble and expense, to get a supply of cotton down the line. The difficulty of fulfilling existing, or of entering into prospective shipping, engagements is so great that

Proceedings of the Madras Government, Public Works Department,
28th December 1874.

the Chamber feel sure you will render the mercantile community all the assistance in your power in the present emergency. Might I therefore request you to be so good us to inform the Chamber whether it is not possible for the Railway Company to undertake, under certain exceptional conditions, to bring cotton again to Madras, as also at what date the Company expect to be able to resume cotton traffic in the ordinary way?

2. It has been brought to my notice that the Company are demanding an extra charge of 5 Annas per maund for delivering cotton for which receipts were granted before the traffic was interrupted. The Chamber would submit that it seems only reasonable that the Company should fulfill contracts already entered into without endeavouring to impose any penalty on the consignees.

TRANSFERRED to the Public Works Department for consideration and disposal.

(Signed) D. F. CARMICHAEL,
Acting Chief Secretary.

No. 493. ORDER THEREON, 28th December 1874, No. 3,620.

RAILWAY, No. 65.

UNDER all the circumstances laid before Government in this correspondence, His Excellency the Governor in Council is of opinion that the arrangements proposed in the revised time-table, submitted by the Traffic Manager of the Madras Railway, are on the whole the best that can be worked while the traffic across the Cheyaur, Paupugnee, and Chittravutty rivers has to be carried on through their beds; and he directs its adoption as soon as the temporary roads shall have been constructed through them, relying on the Railway Company making every effort to restore the communication over the bridges, with a view to the resumption of night traffic, at an early date. The modifications proposed by the Postmaster-General cannot be adopted for the reasons stated by the Consulting Engineer.

2. The letter of the Chamber of Commerce will be referred to the Consulting Engineer for early report in communication with the Railway Authorities.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.
,, Postmaster-General.
,, Public Deartment.
Chairman Chamber of Commerce

Exd. S. T. Austin.

Spare Copies

No. 6006 9

POSTMASTER-GENERAL'S OFFICE,
MADRAS, 19th October 1874.

To

The Consulting Engineer
for Railways
Madras

SIR,

I would beg to enquire how soon it is intended to promote night trains between Madras and Nidadapah?, the present arrangement of only running a day train leaving both Madras and Nidadapah in the morning causes a detention of 24 hours to the mails both ways

I am unwilling to appeal to press the Railway authorities at this particular time

to

to run more trains than
necessary. But I deem it
my duty to bring this serious
delay to the Mail service
to the notice of Government
with a hope that orders
may be issued for the
resumption of the ordinary
mail service without further
delay.

I have the honor to be
Sir
Your Obed Servant
A Randall
Postmr Genl

Hon

Railway Department. Coms. Engineer's office. 5

No. 1081.

To

The Post Master General.

Sir,

In acknowledging receipt of your letter of this date, No. 10069, I have the honour to state that I do not see any probability of the resumption of a night service of trains upon the North-west line of the Madras Railway until adequate arrangements have been completed for the safe passage of trains across the Cheyair, Paupiguee, Chithamutty and Pennair rivers. If you wish me to do so, I will submit the matter for the consideration of Government

No. 1065

From

The Postmaster General,

MADRAS.

To

The Government Engineer

in Railways

Dated 14th January 1874.

Received 16th January 1874.

Subject.

Requests to be informed how soon it is intended to suspend night traffic between Arcot and Wallajah

Rec'd 20th Jan. 1874.

Ans. 13th Feb. 1874.

No. 81—I. M. G. O. P.—9.5.74.—200.

Government; but although the inconvenience sustained by the public is greatly to be regretted, I do not feel myself justified in recommending any immediate change.

I have &c

Madras
19th Nov.
1874

Sd/- H. M. Shaw Stewart
Lt R.E.
Cons. Engineer for Railways

True Copy

W. Coates
Lt. R.E.
for Cons. Engineer for
Railways.

Rly. Dept. Dec. 1874
No. 2622/Pl.
Rs. 1.15.6

No. 6508 / 6470

12

POSTMASTER GENERAL'S OFFICE,
MADRAS, 25th Nov. 1874.

To

The Consulting Engineer
for Railways
Madras

SIR,

Referring to your letter
No 1081 dated 19th November 1874
I think perhaps it would be more
satisfactory if Government were
made aware that the present
arrangement of trains on the
South West line necessitates a
delay to the Mails of 24 hours
each way or 48 hours for a reply
I would remark that by timing
the trains each way to arrive
at the first breaks namely
the Oriur & Cheyar at day
break there is ample time to
cross the whole of the obstacle

during

during day light.

The matter is one which of course materially affects the efficiency of the Mail Service between this Presidency and the rest of the world. I might say, 18[illegible]

The expense incurred by the extra service being a matter which Government alone can decide upon

I have the honor to be
Sir
Your Obd. Servant

[illegible] Smith
Postmr. General

No. 85-58
4570

From

THE POSTMASTER GENERAL,

MADRAS.

To

Pg. Dy. 28 Dec 5/74
Ln B. St. 1-69

DATED 25-6 November 1874.

RECEIVED 25. 3 November 1874.

W.

SUBJECT.

Stating that it would be better if Govt were made aware of the present arrangement of trains on the North West Line &c &c

PW. 7623/74
J

No. 81—I. M. G. O. P.—2-5-74—200.

Gooty which is arranged as follows:

Cuddapah	dep.	7.0 A.M.
Penneyaur River	arr.	7.45 "
"	dep.	8.45 "
Chittravelly "	arr.	11.45 "
" "	dep.	1.15 P.M.
Penneyaur do	arr.	2.25 "
do do	dep.	3.0 "
Gooty	arr.	4.10 "

a Train leaves Gooty daily at 6.58 A.M. and arrives at Raichore at 11.30 A.M. in time for the G. I. P. mail Train, so that nothing would be gained by running the mails between Gooty and Raichore by night.

3. In the other direction the mails Train leaves Raichore at 1.35 P.M. and reaches Gooty at 5.45 P.M. and a Train leaves from Gooty daily (in connection with the morning Train from Bellary) is worked as follows:

Gooty	dep.	9.0 A.M.
Penneyaur River	arr.	10.15 "
do do	dep.	10.45 "
Chittravelly River	arr.	11.55 "
do do	dep.	1.55 P.M.
Pennyaur do	arr.	4.16 "
do do	dep.	5.15 "
Cuddapah	arr.	6.0 "

4. In order to send the mails forward direct to Madras the Cheyair River must be crossed in the dark say between 8 and 9 P.M. A Train could then be run from the South Bank of the Cheyair in time to catch the South West Line mail Train at Arconum which is due at Madras at 6 A.M.

5. Under the present unfortunate circumstances of the Line, night Trains between Arconum and the Cheyair would be run at a loss to the Company, unless the Post Office would pay for the service, as we are not yet in a position to conduct Goods Traffic, and experience has shewn that the Passenger Traffic by the mails Trains under the most favorable circumstances will not pay for the expenses of the Trains.

6. The arrangement I have sketched would expedite the outward mails about 11 hours, and the Inward mails about 24 hours practically, as the mails arriving at Madras at 6 A.M. would be delivered at the same time as the mails brought into Madras under the present arrangement at 7 P.M. of the previous day.

7. For the reasons I have stated it would scarcely be fair to require the Company to perform this Service at a loss, and if the Post Master General is of opinion that the Service is absolutely necessary, we may reasonably ask him to pay for it. The distance from Arconum to the South Bank of the Cheyair and from the North Bank of the Cheyair to Cuddapah is 118 miles, and at the rate agreed on between the Government of India and the Company the charge for a Special Postal Train in each direction would be Rs 472 per diem.

True Copy

Yours faithfully
Hy H. C. Church
Traffic Manager

H.C.

Agent & Manager

No. 1065 16 50

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE

Madras, 1st December 1874.

From

R. A. Clerke Esqre

Agent and Manager. M. R. Co.

To

Lt Colo. J. Walker & Rowan Stewart, RE.

Consulting Engineer for Railways.

SIR,

With reference to your letter of the 26th ultimo No 1126, I have the honour to enclose for submission to Government a copy of the Traffic Manager's letter No 2021/1058 dated the 30th idem in which he explains the difficulties that lie in the way of our resuming at present the running of the Mail trains on the North West line as suggested by the Postmaster General.

2. Of the four rivers the bridges over which were damaged in the recent floods the Cheyair is the only one at present passable for vehicles by means of a road laid on the bed of the river, and over this we have to work with the greatest caution, hand-shunting trucks across as the road is not fit for an Engine. Of the other three rivers, roads will as has been done in the case of the Cheyair, be made across the Pamparu and

Yours obedt Servt

[illegible]

Supdt

Chilliwacutty when the water has sufficiently subsided, and the Chief Engineer hopes to be able to effect temporary repairs to the bridge over the Pennais to admit of trains crossing at a slow rate of speed by daylight.

3. Under these circumstances the question of running a Night train through from Ashcroft to Kamloops must necessarily be postponed for some time to come, and the only question for consideration is as pointed out by the Traffic Manager whether or no it is worthwhile to incur the expense of a Night service between Ashcroft and Cuddahy. Such a service would be useless so far as the traffic of the railway is concerned and could only be dealt with as a special service for the Postal Department and charged for according to the scale agreed to by the Government of India.

4. The question therefore is one for the decision of His Excellency the Governor in Council who if he thinks fit will not consider the small saving in time to which it is possible to effect with the expense it would entail.

I have the honour to be
Sir
Your most Obedient Servant

Railway Department. CONSULTING ENGINEER'S OFFICE.

No. 736

From

LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,
Consulting Engineer for Railways,

To

COLONEL G. W. WALKER, R.E.,
Secretary to Government,
Public Works Department.
Fort Saint George.

SIR,

I have the honour to submit for the consideration and orders of Government the marginally noted correspondence between the Post Master General and this Office regarding the resumption of night traffic on the North-West line of the Madras Railway. The subject has been referred to the Agent, whose reply is also enclosed.

2. Under the present arrangements the Bombay mails occupy 52½ hours in transit to Paichore instead of 17½ hours, and do they lie in the post-office during one night both outwards and

---

From Post Master Genl. Madras, No. 1065, dated 1st Decr. 1874.
To ——— do. ———
From ——— do. ———
No. 1065 dated 1st Dec. 1874.
No. 1001 — do. ———
No. 1054 — do. ———

× Letter No. 1065 dated 1st December 1874 with enclosure from the Traffic Manager

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

Rly. Dept. Dec. 1874. for Railways.

Dated 1st December 1874.
Recd. 2. do.
No. 1065.

Forwarding copy of Traffic Manager's letter No. 6-11 bearing reference to correspondent noted in the margin of the Post Master General's letter No. 1065 dated 1st inst.

Rly. Dept. 2nd Dec. 1874.

and inwards, there is practically a delay of two days each way. The Bellary mails, leaving at 7 a.m. arrive at 7 p.m. on the following day, and those for Cuddapah leaving also at 7 a.m. reach their destination at 6.30 p.m. of the same day. As explained by the Traffic Manager nothing would be gained by running a night train between the Pennair and Paikere, and the question for decision appears to be whether a night service should be provided between Arconum and Cuddapah. By this means the mails for the latter place would be delivered at about the same time as usual, and a saving of one day be effected for all stations beyond.

3. There can be no doubt that a night service is quite unnecessary so far as the traffic is at present concerned, and if His Excellency in Council considers it absolutely necessary in the interests of the public that a train should be run for the carriage of the Mails,

mails, I am of opinion that the cost of this special service may fairly be debited to the Postal Department. Though the present delay to the mails is to be regretted, it must be remembered that the railway has suffered a heavy loss of traffic, and it therefore becomes necessary to work what little there remains as economically as possible.—

I have the honour to be
Sir
Your most obedient servant

Madras
3rd December
1874

W. Wilcox Lieut. R.E.
for Consulting Engineer for Ry.s

20

No. 1108

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 14th December 1874

From

R. D. Clerin Esqre

Agent and Manager. of the M. R. Co.

To.

Robt. F. Wells & Chas. Stewart, Esqs.

Consulting Engineer for Railways.

SIR,

I have the honour to enclose for the sanction of His Excellency the Governor in Council a draft Time Table of the proposed new Train service for the North West Line, to be introduced so soon as the roads now being constructed upon the beds of the rivers are completed.

2. You will doubtless remember that this subject was discussed at the meeting of the Stores Committee held in my Office on the 11th instant, and that taking all the circumstances of our crippled condition into consideration, the service as now proposed was deemed the most eligible.

3. I enclose also for submission to Government a copy of the Traffic Manager's letter of Y 3418 of the 12th instant giving cover to the Time Table.

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

Rec'd. 16 DEC 1874 RAILWAY DEPARTMENT. No. 6223

From

The Consulting Engineer for Railways,

To

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

Dated 7 December 1874.
Recd. 15 "

No. 7376
Railways.

Forwarded for the consideration and orders of Government the accompanying letter from the Agent and Manager, Madras Railway, with a draft Time Table for the proposed new Train service for the North West Line, to be introduced so soon as the roads now being constructed upon the beds of the rivers are completed.

2. The subject was discussed at the meeting of the Stores Committee held in my Office on the 11th instant, and taking all the circumstances of our crippled condition into consideration, the service as now proposed was deemed the most eligible.

3. I enclose also for submission to Government a copy of the Traffic Manager's letter of Y 3418 of the 12th instant giving cover to the Time Table.

Chas. Stewart
Consulting Engineer for Railways.

Fr. No. 6-12-74.

P. W. Dept. Rs. 2620. 28-12-74.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer for Railways.

Dated 15th Dec 1874

Recd. 15th Dec 1874.

No. 1105.

Forwarding for the sanction of Government a revised time table for the Madras Railway to take effect on the 1st January next.

Rec. 16th Dec 1874.

Railway Department. CONSULTING ENGINEER'S OFFICE.

No. 768

From

LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To

COLONEL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department.

Fort Saint George.

SIR,

* No 1108 of 14 Dec 1874 with enclosures

Referring to my letter No 736, dated 3rd December 1874, I have the honour to submit a letter from the Agent of the Madras Railway forwarding for sanction a revised time-table of the train service proposed to be introduced on the North-West line so soon as the temporary roads now being constructed across the beds of the Cheyair, Paupugnee,

and Chittravelly are completed.

2. The revised time-table provides for the train leaving Madras at 6 a.m., and reaching Ghooty at 7 p.m.; leaving the latter station at 6.45 next morning, and arriving at Raichore at 11:30 a.m., in time for the Great Indian Peninsula mail train.

From Raichore the train will start at 1.35 p.m., reaching Ghooty at 6 same evening; leaving it at 6 next morning, and arriving at Madras 7.40 p.m.

3. I have discussed the matter with the Railway Authorities and am of opinion that, under

the circumstances, it is the most effectual arrangement that can be adopted with due regard to safety and to the interests of the public. The running of trains during the night over the beds of such rivers as the Cheyair, Pauppagnee, and Chittravelly, cannot be recommended.

4. In accordance with the instructions of the Government of India, a copy of the time-table has been forwarded for the consideration of the Post Master General; and I have no doubt that Major Rourke will object to the proposals upon the ground that no provision is made for a

* Vide Pro: of Govt 1st July 1870 No 1583.

night service; but I am unable to recommend a change in this respect until adequate arrangements for the safe passage of trains over the damaged bridges have been made.

5. I understand that the Post Master General is at present absent upon a tour of inspection; and, as it is expected that the temporary roads across the beds of the three rivers will be completed early in January, I am anxious that the proposed arrangements for the train service should be laid before Government without loss of time. Any remarks

23

remarks upon the subject which may reach me from the Post Master General shall be at once submitted; but the Railway Authorities desire to have the time-table printed without delay; and I trust that, under the exceptional circumstances, the Government will be pleased to take the matter into early consideration.

I have the honour to be
Sir,
Your most obt. servant

Madras
16th December
1874

Lt. Col. R.E.
Consr. Engr. for Railways

No. 1971

POSTMASTER GENERAL'S OFFICE,
Madras, 20th December 1874.

To

The Consulting Engineer for Railways,
Madras.

Sir,

I am directed to acknowledge the receipt of your letter No 1203 dated 18th December 1874, forwarding one for report from Messrs Parkes for the North Arcot Extension to be brought into use as soon as the temporary roads now being constructed over the banks of the Cheyar, Poonamallee, and Chittamoor are completed, and to say in reply that the Government do not consider it necessary to call upon the Agent to furnish a report on the proposed extension as recommended by you, but will be glad to receive your opinion as to the desirability of a permanent bridge being substituted for a temporary structure.

2. Through the Commissioner of Salt Revenue, Madras, I am directed to request that you will report to the Government whether Salt is required for the proposed Extension, Salt is required for temporary purposes, and if so, whether it is intended to remove the temporary structure and substitute a permanent one.

I have &c.

P. W. 1874 Dept.
Original Letter Rec'd
No: 7907
Railway Department.

From
The Consulting Engineer
for Railways,

To
The Secretary to Government,
P. W. Department,
Fort Saint George.

Dated 16 December 1874.
Recd. 17

E. 3 No. 761

Ele. Rep:- 3620-28-12-74.
Submitting letter
from the Agent dated 12 for-
warding for sanction a
revised line table &
the bridge across the
to be substituted on the
N W L on the completion
of certain temporary roads
now being constructed

No 490

the night service when the diversions over the rivers are completed.

From what I have myself seen of the breaks, I gather that it will be some months before the bridges can be repaired, so that the trains may pass over.

If the present proposed Time Table is only a temporary arrangement till the diversions are ready I would beg to suggest that the Bellary Mails and Passengers by the 6 A.M. from Madras be carried into Bellary instead of stopping for the night at Gooty. This would be very much more convenient both for the Bellary Mails and Passengers, detaining them at Gooty for 11 hours for no reason whatever appears to me to be an extraordinary and unnecessarily inconvenient proposal. I beg also to point out that the hour of leaving Gooty (in the journey to Madras) 6. A.M. is much too late, what is desired is to leave at such an hour that the 1st break (Chittrewattee) can be reached at day break, in the cool of the

morning

morning, the Mails thus reaching Madras at such an hour to enable a delivery to be made the same after noon. I would therefore suggest leaving Gooty at 2.30 A.M. reaching the Chittrewattee at 5.30 A.M. and Madras not later than 4 P.M. These are the proposals that I should wish to make in lieu of that which now exists, and to be carried out at once.

Nothing can possibly be more inconvenient than the present existing arrangements by which Mails and Passengers are subject to perfectly unnecessary detention and delays, & respecting which I wish to draw your early attention.

There is not, as far as I am aware, of any published Time Table showing the hours of starting, and arrival and existing Railway Service between Madras and Raichore. The

Company's

Company's Monthly Guide published under authority does not make any allusion whatever to the existing train Services on this portion of the Madras Railway except publishing the fares and rates as well as the dates, the separate portions of the North west Line were first opened. I also remarked the absence of any notice whatever at any station on the line respecting the existing breaks and interruptions or even the posting on any local notice board of the existing train Service - the result being that I was informed in Bombay that there were no trains running on the North West Line of the Madras Railway as no Time Table was published in the Monthly Guide, and that passengers could not be booked through - Surely this cannot be in accordance with the

the wishes of Government.

Having lately passed over the whole line and from the number of complaints I have heard made by the Public I am confident that the present serious delays and deviations are quite unnecessary and should at once be remedied.

If the present proposed Time Table is to be permanent, to be in use till the repair of the bridges, and substituted in lieu of the night Service I must beg to urge most strongly that it be not sanctioned

As a temporary arrangement till the diversions are finished and ready for traffic this proposed Time Table with the alterations I have suggested is probably the best make shift arrangement practicable But for a semi-permanent measure till the repairs of the bridges and the

the trains are able to run over the rivers I would strongly urge the resumption of the night trains as heretofore. There can be no more danger in running over a diversion by night than by day. If the water is so low that the diversion is passable it can be passed equally safely by night as by day - If on the other hand the river is down and in freshi the diversion cannot be used either by day or night.

I beg to attach a copy of the Time Table I would propose to come in force at once and to be used with the diversion over the Cheyar, Paupanee, and Chittervattee are ready when I conclude the night Service will be resumed and the Sanctioned Time Table be again brought into use

I have the honor to be
Sir
your obedient servant

Castmaster General

Proposed Mail Train Time Table

Madras to Raichore

	1st Day	2d Day
Madras - dept	6. a.m.	"
Gooty - Arrl	7. P.M	"
- do - dept	"	6.45 A.M
Bellary - Arrl	9.40 P.M	
- do - dept	"	6. A. M
Raichore - do	"	11.30. A.M

Raichore to Madras.

	1st day	2d Day
Raichore - dept	1.35 P.M	"
Gooty - Arrl	6. P.M.	
- do - dept	"	2.30 A.M.
Bellary - Arrl	7. P. M.	"
- do - dept	3. 15. P.M	
Chittervattee	"	5.30 A.M
Madras Arrl	"	1. P. M.

No. 1971

From

THE POSTMASTER GENERAL,

MADRAS.

To

The Consulting Engineer
for Railways

DATED 20th Dec 1874

RECEIVED 21st

SUBJECT.

Submit. for consideration a Time Table

P. W. 804 bA/74

P.G. D 28 Dec 1874
Ent B No. 491.

No. 81—1, M. G. O. P.—8-7-74—500.

Madras Railway

Draft Time Table of Trains for the North West Line to be introduced on the Completion of temporary Roads laid through the River Beds.

		1	2	3	4	5
		1.2.3 Mail	1.2.3	1.2.3 Mail	3d Class only	1.2.3
		A. M	A. M	A. M	A. M	P. M
Madras	Dep			6. 0		1. 45
Goods Shed Junc				-		-
Perambore				6. 10		2. 0
Avady				6. 33		2. 37
Timanore				-		2. 57
Trivellore				7. 5		3. 32
Cudumbatoor				-		3. 48
Chinnamapett				-		4. 18
Arconum	Arr			7. 50		4. 45
do	Dep			8. 0	7. 45	5. 20
Tirutany				8. 21	8. 36	5. 55
Nagery				-	9. 8	6. 34
Puttoor				9. 11	9. 41	7. 13
Poody				-	10. 12	7. 50
Tirupetty	Arr			9. 50	10. 29	8. 10
do	Dep			10. 20	10. 45	
Bally pully				-		
Codoor	Arr			11. 35	12. 0	
do	Dep			11. 45	12. 25	
Reddipully				12. 19	1. 5	
Rajampett				12. 40	1. 32	
Nundalore				1. 10	2. 10	
Wontimettah				-	2. 50	
Cuddapah	Arr			2. 15	3. 45	
do	Dep		9. 0	2. 25		
Gannalapoor			9. 55	3. 5		
Yerrazoutta			10. 47	3. 30		
Moodanoor			11. 35	3. 58		
Kondipuram			12. 50	4. 40		
Tadpitry			1. 52	5. 32		
Rayalcherroo			2. 42	6. 15		
Gooty	Arr		3. 38	7. 0		
do	Dep	6. 45	4. 5			
Goondacul	Arr	7. 35	4. 55			
Goondacul	Dep	8. 10	5. 15			
Goondacul Junc		8. 15	5. 20			
Veerapoor		9. 4	6. 15			
Bellary	Arr	9. 45	7. 0			
Goondacul	Dep	7. 50	5. 20			
Goondacul Junc		7. 55	5. 25			
Nuncherla		8. 12	5. 54			
Auspree		8. 51	6. 36			
Adoni	Arr	9. 24	7. 15			
do	Dep	9. 34				
Kosgee		10. 21				
Tuhezaludra		10. 45				
Mutmurri		11. 1				
Raichoor	Arr	11. 30				
		A. M	P. M	P. M	P. M	P. M

Traffic Managers Office
Madras 22d December 1874

		1	2	3	4	5
		1.2.3	1.2.3 Mail	3d Class only	1.2.3	1.2.3 Mail
		A. M	A. M	A. M	A. M	P. M
Raichoor	Dep					1. 35
Mutmurri						2. 2
Tuzaludra						2. 18
Kodgee						2. 39
Adoni	Arr					3. 21
do	Dep				5. 45	3. 31
Auspree					6. 25	4. 3
Nuncherla					7. 5	4. 38
Goondacul Junc					7. 25	4. 55
Goondacul	Arr				7. 30	5. 0
Bellary	Dep				6. 0	3. 15
Veerapoor					6. 40	3. 56
Gondacul Junc					7. 35	4. 45
Goondacul	Arr				7. 40	4. 50
Goondacul	Dep				8. 15	6. 20
Gooty	Arr				9. 0	6. 0
do	Dep		4. 0		9. 45	
Rayalcherroo			4. 45		10. 32	
Tadpatri			5. 28		11. 20	
Kondipuram			6. 21		12. 50	
Moodanoor			7. 2		1. 45	
Yerrazoutta			7. 28		2. 25	
Gannalapoor			7. 55		3. 5	
Cuddapah	Arr		8. 40		4. 0	
do	Dep		9. 5	9. 30		
Wontimettah			-	10. 28		
Nundalore			10. 10	11. 5		
Rajampett			10. 40	11. 48		
Reddipully			-	12. 19		
Codoor	Arr		11. 40	1. 5		
do	Dep		12. 0	1. 50		
Bally pully			-	2. 10		
Tirupetty	Arr		1. 15	3. 30		
do	Dep	6. 0	1. 20	3. 45		
Poody		6. 30	-	4. 7		
Puttoor		7. 8	2. 0	4. 40		
Nagery		7. 45	-	5. 14		
Tirutany		8. 21	2. 45	5. 48		
Arconum	Arr	8. 45	3. 5	6. 15		
do	Dep	9. 5	3. 12			
Chinnamapett		9. 27	-			
Cudumbatoor		9. 49	3. 43			
Trivellore		10. 5	3. 54			
Timanore		10. 35	-			
Avady		10. 57	4. 24			
Perambore		11. 33	4. 54			
Goods Shed Junc		11. 50	-			
Madras	Arr	11. 55	5. 5			
		A. M	P. M	P. M	P. M	P. M

Traffic Manager

G. O. 8th April
Ry. Dept. No. 1971

Railway Department. CONSULTING ENGINEER'S OFFICE.

No. 178.

From

LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,
Consulting Engineer for Railways,

To

COLONEL G. W. WALKER, R.E.,
Secretary to Government,
Public Works Department.
Fort Saint George.

SIR,

x No. 1971 - 20th December 1874.

Adverting to my letter No. 761, dated the 16th instant, I have the honour to submit for the consideration of Government, x letter from the Postmaster General, upon the subject of the proposed train arrangements on the North West line of the Madras Railway.

2. It will be seen that Major Bourke objects to the proposed service. He is of opinion that, after the completion of the temporary roads across the beds of the Cheyair, Paupugnee, and Chittravelly rivers, the night service should be resumed according to the provisions of the time-table in force previous to October. For the present, pending the completion of the temporary

roads,

roads, he is willing to accept the proposed service, subject to two alterations. Those alterations are, first, that the Bellary mails and passengers by the 6:0 a.m. train from Madras should be carried on the same day into Bellary, instead of stopping for the night at Ghooty; and second, that the train from Paichore to Madras should leave Ghooty at 2:30 a.m., instead of 6: a.m.

3. I regret that I am altogether unable to second the Postmaster General's recommendation that the night service of trains should be resumed on the North-West line as soon as the temporary roads across the beds of the three rivers are finished. I am of opinion that such a course would be extremely hazardous, and I cannot too strongly protest against its adoption. A reference to the Proceedings of Government under date the 8th February 1871, No. 397, will show that the temporary road across the

bed of the Cheyaur was then rightly held to be impassable by trains after dark; and now when, instead of one, three of the most treacherous rivers in Southern India have to be dealt with, I maintain that a night service of trains is for the present altogether out of the question.

4. As regards the two modifications suggested by the Postmaster General in the day service proposed by the Railway Authorities, I regret that a similar objection holds good against the first, namely, that the Bellary mails and passengers should be run through, without having to spend the night at Ghooty. The Government are aware that the Bridge is still unbridged; and it has always been held that the passing of trains after dark over the temporary road laid across the bed of that river is unsafe. A reference to the Proceedings of Government under date the 5th April 1871, No. 1002, will show

show that, when the Bellary Branch was first opened, the was learnt in view in preparing the time-table; and the restriction has been scrupulously attended to upon all subsequent alterations of the service. With such a view as the Buggy, I cannot recommend the removal of the restriction.

The second of the modifications suggested by Major Bourke has reference to the hour of starting the down through train from Bellary; and, since the receipt of his letter, I have discussed this point with the Railway Authorities. When the arrangements for the proposed service were first drawn up, this matter was not lost sight of; and it was with a view to accommodate the local traffic that 6 a.m. was named as the hour for leaving Ghooty. The Traffic Manager is however of opinion that this must not be insisted on, and that the local traffic can, without great

inconvenience

inconvenience, be sufficiently accommodated by the slow train which leaves Ghooty at 9-45 a.m. It is however impossible to revert to the early hour, 2-30 a.m., named by the Postmaster General, inasmuch as that would involve the crossing of the Chittravutty Break during the dark. It is necessary, not only that each Break should be crossed during daylight, but that time should be allowed for a thorough examination of each temporary road before a train is allowed to come on to it. Bearing this in view, the time for starting the down through train from Ghooty cannot be fixed earlier than 4-0 a.m. This will allow of the Chittravutty Break being crossed in safety about 6-15 a.m.; and Madras will be reached at 5-5 p.m. A revised time-table, embodying this modification, is submitted herewith for approval in substitution for the one which accompanied my previous

letter.

letter.

4. With regard to the Postmaster General's remarks upon the ignorance on the part of the public as to what the existing arrangements are between Madras and Paicharé, it must be borne in mind that, since the occurrence of the disastrous floods in October, there has been no through service on the North-West line. At first, the whole of the train arrangements were upset; but, as repairs were effected, they were gradually resumed; until, as explained in my letter No. 706 dated the 18th November, it was found possible to run trains from break to break, and so to reduce as much as possible the inconvenience to the public. It has not however been practicable to resume through booking of passengers, who have to make their own arrangements for crossing the breaks. The arrangements have been of course subjected to almost constant change, according

to

to the progress of the repairs; and it has therefore been thought unadvisable to publish a notice of them, until the completion of the temporary roads across the river beds admits of the resumption of a through service and through booking.—

I have the honour to be
Sir
Your most obedient servant

Madras
22nd December
1874

V. Mauttuswar
Dewan Bd

Consulting Engineer for Railways

I hope we shall be responsible
for interruption in the opening for traffic
beyond opinion of the Rly Authorities
at this part
I shall endeavour to remind Town Police
have submitted

24/12

No. 1971

POSTMASTER GENERAL'S OFFICE,
~~Madras~~, 20th December 1871.
Camp: Trichinopoly

To

The Consulting Engineer for Railways
Madras.

Sir,

In reply to your letter No 1203 dated 11th Dec: 1871, forwarding me for report Time Table for the North West Line to be brought into use as soon as the temporary roads now being constructed over the bridges of the Chey ar. Pambanee and Chettiwattee are completed, I would beg to draw your attention to the great delay that has elapsed since the breaks and the re-establishment of communication as well as the submission of a proposed revised Time Table for the temporary Mail Service.

Though communication I understand has not as yet been

P. Rly Staff Department
28 DEC 1871
Received
Railway Department.

From

The Consulting Engineer
for Railways,

To

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

Dated 22nd Dec 1874.
Read. 23rd Dec 1874.
No. 1-50 2 nn.
Under 2nd No.

G.O. No. 2820. 21-12-74.
Forwarded for
Consideration with
Town Railway
Executive upon the
subject of the new
proposed Railway
over the Pambanee
Chey & the Gaddar
Railway.

On 4th

been reestablished and I would beg to be informed if the present proposed time table is meant as a permanent as temporary arrangement? and whether it is proposed to resume the night service when the diversions over the rivers are completed.

From what I have myself seen of the breaks, I gather that it will be some months before the bridges can be repaired so that the trains may pass over

If the present proposed time Table is only a temporary arrangement till the diversions are ready I would beg to suggest that the Bellary Mails and Passengers by the 6 A.m. from Madras be carried into Bellary instead of stopping for the night at Gooty. This would be very much more convenient both for the Bellary Mails and passengers, detaining them at Gooty for 11 hours for no reason whatever appears to me to be an extraordinary

and unnecessary inconvenient period, I beg also to point out that the hour of leaving Gooty (in the journey to Madras) 6. A.m. is much too late, what is desired is to leave at such an hour that the first break — (Chellarvattu) can be reached by day break in the cool of the morning the Mails then reaching Madras at such an hour to enable a delivery to be made the same afternoon. I would therefore suggest leaving Gooty at 2.30 A.m reaching the Chellarvattu at 5.30 and Madras not later than 1. P.m. There are the two possible that I should wish to make in lieu of that which now exists & to be carried out at once.

Anything can possibly be more inconvenient to by which mails & passengers are subject to perfectly unnecessary detentions & delays & respecting which I wish to draw your early attention

There is not as far as I am aware of any published Time Table

showing

diversion by night than by day.
If the water is so low that the diversion is passable it can be passed equally safely by night as by day - if on the other hand the river is down & in freshe the diversion cannot be used either by day or night.

I beg to attach a copy of the time table I would propose to come into force at once and to be used till the diversion over the Chey-yi, Paupyngue & Chittawatte are ready, when I conclude the night service will be resumed & the sanctioned time table be again brought into use.

I have the honor to be
Sir
your obedient Servant

Postmaster General

No.

C.P.W. 8020/1

Railway department. Consulting Engineer's Office
No 1203. —

From
Lieut. Coll. J. N. M. Shaw Stewart, RE.
Consulting Engineer for
Railways

To
The Postmaster General, Madras.

Sir

I have the honor to enclose for your information a revised Time Table of the Train service proposed to be introduced on the North west Line so soon as the temporary roads now being constructed across the beds of the Cheyairs, Paupyngue and Chittravutty, are completed.

As the Railway authorities desire to have the time table printed without delay I have submitted it to Government for early consideration promising that any remarks which may reach me from you shall follow as soon as possible.

I have discussed the matter with the Railway authorities and am of opinion that under the circumstances it is the most effectual arrangement that can be adopted

with

with due regard to safety and to the interests of the publics.

I have the honor to be
Sir
Your most obedient Svt.
sd/- J. Rennie Shaw Stewart M.E.
Consulting Engineer for
Railways

(True Copy)

P.W.D. 8020/79
2

Proposed Mail Train Time Table

Madras to Raichore

	1st day	2nd day	
Madras - dep:	6. Am	"	
Gooty - Arrl	7. P.m.	"	
—do— dep.	"	6.45 Am	
Bellary - Arrl	9.40 P.m	"	
—do— dep't	"	6. A.m.	
Raichore — do —	"	11.30. Am	

Raichore to Madras.

Raichore dep	1.35. P.m.	"	
Gooty — Arrl	6. P. m	"	
—do— dep	"	2.30. Am	
Bellary — Arrl	7. P. m.	"	
—do— dep'r	3.15. P.m	"	
Chittrewattee	"	5.30. Am	
Madras Arrl	"	4. P. m.	

(True copy)

Postmaster Genl

No 1983
4285

Three copies forwarded to the Secy Public Works Department with copy of the consulting engineer's letter to Postmaster General Madras, for information

Postmaster General

Camp: Ootacamund
20th December 1870.

40

37

P. W. D.

Proceedings of the Madras Government,

Under date the 187

Read the following

Gen. No. 1874 Depart.

From Collr 8020.

To Postmaster General

Madras.

No 1783

dated 85

Do The Secretary to Govt.

P. W. Do.

Dated 20th 12. 74

Rec'd 22nd

Encl: 2

Forwards letter from Govt. Engr for Mgr Madras & his letter to this Office for information & orders

El. No: 3620. 28-12-74.

I think that I should see the Engineer & Railway Agent. I cannot only provisionally & that Govt. & the Secretary to Govt that the arrangements made are such as will ensure safety

22/12 [illegible]

We must wait

till we get the Engineer & Stewart's report on the safety & convenience of the travelling public must be provided - & some consideration had to Expenses.

L. Ad

22/12.

I agree with Lee Sim,

25/12

is impracticable to Establish a through night Service, but that it will be quite feasible to run a night train between Arnprior and Renfrew, by which arrangement the mails at the latter place would be delivered at the usual time, and a saving of one day for all stations beyond effected - But they point out that as this service is not necessary as far as the traffic is at present concerned, its Cost should, if ordered to be introduced

to

This is the full charge for extra exclusive mail Specials - Were a regular train run & the mails, we dont a good deal of the cost wd be recouped - We might ask the Post Off. if he would pay the differ- ence this seems a dont but let claim

This is not the true cost the Railway is bound to carry the mails with all expedition the Public in consequence loss of Steppage is very great and should not be counted Simply because there is no Goods traffic - Probably a train runs a considerable portion of the cost of the service for passengers &c

Short Per Mail Pat
Line a night Train
ordered - Must insist on the arrangement
7/12 262

to effect the requirements of the Mail Service, be defrayed by Government.

3. The Expense of the train, is calculated at Rs 672 per diem. and the Post Master General will be requested, in the Public Department, to report in whether the Postal Dept. are prepared to meet the Cost.

4. His Excellency the Governor in Council is Concurs with the Executive ing Engineer that looking both heavy loss of traffic which the Company have sustained by the recent damages, the utmost

P. W. Dept

Letter from the Executive Engineer for Railways No 761 dated 16th Dec. 1874.

For Orders.

Circulated for orders with the previous Correspondence from the Executive Engineer.

Secretary to Government

Letter from the Chamber of Commerce, inviting suggestions.

The arrangements proposed seem to be the best that can be made.

Gwynne

I cannot devise a course of the Rail-road & Railroad with a night break - but it might be well that letters should in this Post Office 12 hours & night & then lose 12 hours at Post Office. I think that the Service must be carried

Attention to the

Attention to the Railroad

Attention to the Railroad under such exceptional circumstances & whatever cost - and to see that the Master of the Post Office keeps up to the Railroad

Attention to the Railroad under such exceptional circumstances & whatever cost - and to see that the Master of the Post Office keeps up to the Railroad

P. G. for Rys

Post Dept

Mail bags

Approved

Approved

14/12

6/12-74

Railroad Economy in working should be practiced - and is unwilling to enhance the working Expenses of the Railways in the manner suggested by the Postmaster General

Still

The night train will be dealt

with by 2 Special Postal & Special Postal Train - Mail & the P.O. should by the Railroad Service Post Office Clerks

Sent

I.D.P.

Consulting Engineer
Dr. 778 of 22nd Dec.
Rec'd Direct Railway Office
Am't £50 5s 7d dated 23rd

Draft ordered without
delay for £50.
Intimation to
Finance Department.
Cheque dated 24th R.S.
Secy to Govt P.W.

23.12.14
2-20 P.M.

Should tell the
Railway Officials that
the Govt are quite satisfied that it is
quite within the power of the Secretary
State to make the temporary rules

Calls Part of the Chamber
letter Dr. Direct. R.C. Can
not meet their desire
in all respects as the Supply
Dept insist on the Supply
of the Chamber being met
first.
22/12. Sec.

Should Chamber
the Secretary
Calls
the Chairman's letter
to the Consulting
Engr for Engl re-
-ort.
I.G.L.
22/12

Jaffee
28/12

across more beds perfect safe-
-deep for any travelling that must be
secured - & left to proceed at all
times at a very slow & safe speed
and that the Officers on their
doing do - So as to admit unobstructed
Night transit for Mails & Passengers
- any Steerhut in Master Engineer
would acknowledge Seller & Letham
Selves to better & the public in con
venience for months even & Sail
a calamity as has occurred -
as to safety reasonable Skill
& proper watching are all that are
wanted & but on available de
the rains of course some clamps
will be required
Not loved night Travelly
the reduced to a minimum
Consistable with the condition of
Getty Works 28/12 2.30 PM

65

I am not prepared to
accede to the reasonableness
of the - having the Carrollton
Engine & the Breaking Waves
in a Section like this -
They are Quite an ornament
Nature Would to a have
Cinder the inconvenience
of the present arrangement
but here the advantage are
here in practical enjoyment
in the the object. J. D. L.
23/12

Inwards Sheds: No. 936 of 3rd Dec.
— do. - 961 — 16th —
— do. - 978 — 22nd —
— Chamber of Commerce — No. 265
— D.M. Gen.l No. 1983 of 20th Dec.

Under all the circumstances laid before Sir in this correspondence N.S. the G.M.G. is of opinion that the arrangement proposed in the Revised Time Table submitted by the Traffic Manager of the Western Railway, are on the whole the best that can be made while the Traffic of the Cheyenne, Pawpaw and Chattanooga, shall have to be carried on through their beds — And he directs its adoption on and on the temporary roads should have been constructed through them; relying

in the running [illegible]
making every effort to
restore the communica-
tion over the Bridges,
with a view to the resump-
tion of night traffic, at
an early date - The mo-
dification proposed by
the Postmaster General
cannot be adopted, for
the reasons stated by the
Consulting Engineer -

The letter of the Chamber
of Commerce will be refer-
red to the Com[illegible] for
early report in connec-
tion with the Rail-
way enclosures -

G.W.W.

24.12.74

To the Com

~~If the modification proposed by the Postmaster General cannot be adopted~~

Substitute
~~the new~~
~~terms~~
below

48

Enclosure Reference
copy of letter from the Chairman
Chamber of Commerce
Post Master General
~~Letter Despatch~~ Dept. dated 28-12-74 to the Com. Engr.
Secretary Chamber of Commerce
& Post Master Genl
4 copies dispd. 13/1/75.
4 copies dispd. 13/1/75.

762
F90.1A
G84.6A
1802
820.

Govt. of Madras.

PUBLIC WORKS.

☆

Mr. Cunningham Esqr.

Dated

Rec'd. Jan'y 13

G. O. 28 Dec.r 14 No. 3620.

Nos 488-493.

Revised Time Table to be adopted on the S.W. Line of the Madras Ry as soon as ~~Cuddapah~~ Lemboorary Roads shall have been Constructed through certain River beds, Approved; and letter from Chairman Chamber of Commerce regarding the despatch of the Overland Mails from Madras in future on Friday Night. Rec'd to the 2nd Inst.