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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

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Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
20th June 1876.*

No. 303. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 9th June 1876, No. 285 :—

I HAVE the honor to submit a letter from the Agent of the Madras Railway, proposing certain modifications in the time-table now in force on the North-west Line to be brought into operation on the 1st July 1876. These alterations are set forth in the enclosed draft time-table.

2. By the proposed arrangement the extra goods trains which run regularly between Arconum and Codoor and occasionally from Codoor to Cuddapah will be converted into daily first, second, and third class trains, and the mixed trains which now convey four classes of passengers will be restricted to cooly and goods and be run on week days only.

3. The cooly-class train (from Arconum to Cuddapah) will take the place of the present mixed train, as this arrangement admits of a cooly passenger getting from Madras on the one side, and from Jollarett on the other side, to Cuddapah in one day. It is proposed, however, to offer the same facilities to this class of passengers travelling from Cuddapah towards Madras and Jollarett. At present the cooly-class train leaves Cuddapah at 7-45 A.M., reaching Arconum at 4-35 P.M., when a passenger must rebook third class if proceeding to Madras the same evening. If going to Jollarett, he must rebook third class by the mail, or wait for the cooly-class train leaving at 11-55 A.M. on the following day.

4. Under the proposed service the cooly-class train from Cuddapah to Arconum will start at 4-45 A.M. and reach Arconum 11-20 A.M., so that passengers may continue their journey towards Jollarett at 11-55 A.M., or towards Madras at 12-10 P.M. Thus by the cooly-class trains from Madras, Cuddapah, and Jollarett, all meeting at Arconum, a through-journey can be made in one day between any two of these places.

5. To meet the convenience of third class passengers, it is proposed to start a train (first, second, and third class) from Arconum for Cuddapah at 9-30 A.M., in order to avoid the delay now caused to passengers leaving Madras by the 7 A.M., having to wait at Arconum from 9-5 A.M. to 11-30 A.M. with a corresponding late arrival at Cuddapah. In the other direction the train will leave Cuddapah at 9-45 A.M. instead of at 7-45 A.M. as at present. Passengers will proceed direct to Madras or Vellore, but those going west of the latter station must rebook by the mail.

6. The arrangements proposed form a very complete service for all classes of passengers, the only forced delay being for passengers of the higher classes proceeding from Cuddapah to Jollarett, who will have to halt at Arconum from 4-40 P.M. to 8-15 P.M. The convenience of cooly-class passengers travelling over these sections of the line will be fully provided for, and the alterations in the train service will to a certain extent meet the views of the Government of India who have on various occasions urged the provision of increased facilities for passengers of this class performing through-journeys.

7. The increase in train mileage is expected to be very small, though it will probably be somewhat greater than shown by the Traffic Manager's figures, as extra

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goods trains will, it is thought, be required occasionally to work off goods traffic during the months when it is heaviest. The greater convenience to passengers however renders the experiment a desirable one, and, in order to avoid delay in the preparation of the time-table, I have communicated sanction to the Agent in anticipation of approval.

8. The alterations proposed have been communicated to the Postal authorities.

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, 5th June 1876, No. 582.

I HAVE the honor to request that you will be so good as to authorize the introduction of the enclosed time-table of trains between Arconum and Cuddapah on the 1st of July.

2. I enclose a copy of the Traffic Manager's letter,* in which he states his reasons for recommending the change, and I am of opinion that the experiment should be made.

* T/72,813
1,669, 3rd June 1876.

From H. E. CHURCH, Esq., Traffic Manager, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 3rd June 1876, No. T/72,813
1,669.

North-west Line Train Service.

I HAVE reason to believe that under the present North-west Line train service our third-class passenger traffic suffers between Madras and Cuddapah.

Under the previous time-table a third-class passenger leaving Madras at 6 A.M. could reach Cuddapah at 2-15 P.M., but under the present time-table the only direct day-train to Cuddapah leaves Madras at 8-30 A.M. and does not reach Cuddapah until 7-30 P.M.

It is not desirable to alter the train from Madras, as it affords cooly passengers the opportunity of getting from Madras on the one side, and from Jollarett on the other side, to Cuddapah in one day, and I propose to increase the facilities to this class of passengers by running the cooly train from Cuddapah in connection with the cooly train from Madras, which will enable cooly-class passengers to travel from Cuddapah to Jollarett and to Madras in one day.

The difficulty with regard to the third class I would propose to meet by converting the extra goods trains which run regularly between Arconum and Codoor, and occasionally according to the requirements of the traffic between Codoor and Cuddapah on week days into daily (including Sundays) first, second, and third class trains, and confine the cooly trains to cooly-class and goods and to week days only.

These new trains would be run in connection with the 7 A.M. from Madras and the 6-40 A.M. from Erode, and a third-class passenger leaving Madras at 7 A.M. would reach Cuddapah at 4-5 P.M., while the train in the other direction would leave Cuddapah at 9-45 A.M. (instead of 7-45 A.M. as at present) and would reach Madras at 7-15 P.M.

The arrangement must be regarded as purely experimental, but I have the less hesitation in recommending it as the Locomotive Superintendent informs me that the "time-table can be worked with the same number of engines and men as are already required for the present service, and the cost of the extra trains will be, as you suggest, confined to the value of fuel, stores, &c., in proportion to the mileage."

The actual mileage of the day mixed trains between Arconum and Cuddapah and of the extra goods trains between Arconum and Codoor and between Codoor and Cuddapah for the four months ending April was 52,860. The mileage of two regular trains each way (one running seven days in the week and one six days in the week) would have been 53,312, so that the question for consideration is whether the increased facilities proposed to be afforded to third-class

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20th June 1876.*

passengers will increase our traffic sufficiently to cover the cost of fuel and stores over the increased mileage. I am inclined to think they will, but the experiment seems well worth trying.

The enclosed time-table shows the proposed alterations between Arconum and Cuddapah, and provides in my opinion for a very complete service. If approved of, I shall be glad to receive early sanction in order that the time-bills, &c., may be printed in time to introduce the revised time-table on the 1st July proximo.

MADRAS RAILWAY.

Proposed Time-table between Arcanum and Cuddapah on and after 1st July 1876.

TRAINS NORTH FROM ARCONUM.					TRAINS SOUTH TO ARCONUM.				
Stations.	1 A.M.	2 P.M.	3 Cooly.	4 1. 2. 3.	5 P.M.	6 P.M.	7 Mail.	8 Stations.	9 Mail.
Arcanum	Dep.	9 30	12 15	5 15	8 25	11 5	1 35	Raichoor	Dep.
Tirutany	...	9 45	12 40	5 49	...	...	...	Cuddapah	...
Naggery	...	10 22	1 9	6 27	...	...	...	Wontimettah	...
Pootoor	...	10 51	1 39	7 5	9 38	12 13	...	Nundalors	...
Pooty	...	11 17	2 6	7 40	...	12 33	...	Rajampett	...
Tirupetty	...	11 35	2 25	8 0	10 15	...	...	Reddipully	...
Do.	...	11 45	2 40	...	10 23	...	...	Codoor	...
Codoor	Dep.	1 0	4 0	...	11 38	1 35	1 35	Do.	Dep.
Do.	Arr.	1 12	4 15	...	11 43	2 50	2 50	Tirupetty	Arr.
Reddipully	Dep.	1 53	4 59	...	...	2 55	2 55	Do.	Dep.
Rajampett	...	2 19	5 26	...	12 33	...	...	Pooty	...
Nundalors	...	2 46	5 50	...	12 53	3 31	3 31	Pootoor	...
Wontimettah	...	3 19	6 24	...	...	...	...	Naggery	...
Cuddapah	Arr.	4 5	7 15	...	1 58	...	...	Tirutany	...
Raichoor	...	...	...	...	...	4 40	4 40	Arcanum	Arr.
...	...	...	...	...	...	...	...	Madras	...
...	...	...	...	...	11 30	6 30	6 30	...	...
...	...	...	...	...	A.M.	A.M.	A.M.	...	...

* Nos. 3 and 5 will not run on Sundays.

† Nos. 4 and 6 will not run on Sundays.

MADRAS,
3rd June 1876.

(Signed) H. E. CHURCH,
Traffic Manager.
(") R. B. ELWIN,
Agent and Manager.

Proceedings of the Madras Government, Public Works Department,
20th June 1876.

No. 304.

ORDER THEREON, 20th June 1876, No. 1,516.

RAILWAY, No. 35.

HIS GRACE the Governor in Council sanctions the proposed changes, and approves of the steps taken to bring them into operation on the 1st July. The working of the revised time-table should be reported on in due course.

(True Extract.)

Colonel,
Offg. Under Secy. to Govt., P.W.D.

To the Consulting Engineer for Railways.
" Postmaster-General.

Exd. J. W. Fischer.
Spare Copies

6
7

Madras Railway
Proposed Time Table between Arcanum Kuddaloh
On & after 1st July 1876.

Trains North from Arcanum									
Stations	1			3			5		
	1. 2. 3			Leoly			1. 2. 3		
				x			x		
	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.
Arcanum Dep	9. 30	12. 15	5. 15	8. 25					
Tirutany	9. 45	12. 40	5. 49	-					
Nagery	10. 22	1. 9	6. 27	-					
Pulloor	10. 51	1. 39	7. 5	9. 38					
Poodu	11. 17	2. 6	7. 40	-					
Tirupulley Arr	11. 35	2. 25	8. 0	10. 15					
Do Dep	11. 45	2. 40		10. 23					
Codoor Arr	1. 0	4. 0		11. 38					
Do Dep	1. 12	4. 15		11. 43					
Reddipulley	1. 53	4. 59		-					
Rajampett	2. 19	5. 26		12. 33					
Kundaloh	2. 46	5. 50		12. 53					
Wontimellah	3. 19	6. 24		-					
Kuddaloh Arr	4. 5	7. 15		1. 58					
	P. M.	P. M.	P. M.	A. M.					
Raichoor Arr				11. 30					
				A. M.					

Trains South to Arcanum									
Stations	2			4			6		
	Mail			1. 2. 3			Leoly		
							1. 2. 3		
Raichoor Dep	P. 1. 35	x	x						
	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Kuddaloh Dep	11. 5			4. 45	9. 45				
Wontimellah	-			5. 30	10. 48				
Kundaloh	12. 13			6. 1	11. 22				
Rajampett	12. 33			6. 22	11. 48				
Reddipulley	-			6. 46	12. 10				
Codoor Arr	1. 30			7. 25	12. 50				
Do Dep	1. 35			7. 35	1. 0				
Tirupulley Arr	2. 50			8. 50	2. 15				
Do Dep	2. 55	6. 0	9. 1	2. 25					
Poodu	-	6. 30	9. 19	2. 44					
Pulloor	3. 34	7. 8	9. 49	3. 13					
Nagery	-	7. 45	10. 22	3. 45					
Tirutany	-	8. 21	10. 53	4. 15					
Arcanum Arr	4. 40	8. 45	11. 20	4. 40					
	A. M.	A. M.	P. M.	P. M.					
Madras Arr	6. 30	11. 55	3. 35	7. 15					
	A. M.	A. M.	P. M.	P. M.					

* Nos 3 & 5 will not run on Sundays.
Traffic Manager's Office
Madras 3rd June 1876

* Nos 4 & 6 will not run on Sundays.
Agent & Manager.
Traffic Manager

No. 582

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 5th June 1876.

From

Robert B. Clavin Esqre
Agent and Manager. of the M. R. Co.

To

Mr J. Hall & Son Esqrs
Consulting Engineer for Railways.

SIR,

I have the honour to request
that you will be so good as to authorise the
introduction of the enclosed Time Table
of trains between Arcotum and Cuddalore
on the 1st of July.

I enclose a copy of the Traffic
Manager's letter in which he states his reasons
for recommending the change, and I am
of opinion that the experiment should be
made.

I have the honour to be,
Sir,

Your most obedient Servant

R. B. Clavin

Agent and Manager.

772813
1669
3 June 1876

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE,

Madras, 9th June 1876.

No. 285

From

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

Consulting Engineer for Railways,

To

MAJOR-GENERAL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

Sir

I have the honour to submit a letter from the Agent of the Madras Railway proposing certain modifications in the time table now in force on the North-west line to be brought into operation on the 1st July 1876. These alterations are set forth in the enclosed draft time table.

2. By the proposed arrangement the extra goods trains which run regularly between

Arconum
now as

P. H. 14/6/76

From

MADRAS RAILWAY

To

The Agent and Manager.

The Consulting Engineer

for Railways.

Dated 5th June 1876

Recd. 6 June

Cell 50. 582

Requesting sanction
for the introduction
of the enclosed time
table of trains
between Arconum
& Coledaiah on the
1st July 1876.

No. 582-5th
June 1876
with enclosure.

Arconum and Godoor, and occasionally from Godoor to Buddapah will be converted into daily 1st, 2nd and 3rd class trains and the mixed trains which now convey four classes of passengers will be restricted to cooly and goods and be run on week days only.

3. The cooly class train from Arconum to Buddapah will take the place of the present mixed train, as this arrangement admits of a cooly passenger getting from Madras on the one side, and from Sollarpitt on the other side, to Buddapah in one day. It is proposed however to offer the same facilities to this class of passengers travelling from

from Buddapah towards Madras and Sollarpitt. At present the cooly class train leaves Buddapah at 7.45 A.M. reaching Arconum at 4.35 P.M. when a passenger must rebook third class, if proceeding to Madras the same evening. If going to Sollarpitt, he must rebook third class by the mail, or wait for the cooly class train leaving at 11.55 A.M. on the following day.

4. Under the proposed service the cooly class train from Buddapah to Arconum will start at 4.45 A.M. and reach Arconum 11.20 A.M. so that passengers may continue their journey towards Sollarpitt at 11.55 A.M. or towards