

(1) Number of pages.....

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(3) Initials of the Referencer.....

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 1002	Press Mis.
<i>71-72</i>	
Dated 5-4-	1871.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
5th April 1871.*

No. 72. Read the following Endorsement of the Deputy Consulting Engineer for Railways, dated Madras, 3rd April 1871, No. 148 :—

From the Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 1st April 1871, No. 202.

WITH reference to my letter of the 24th ultimo, No. 175, in which I informed you that the Great Indian Peninsula Company would open their line to Raichore on the 15th instant, I have the honour to state that I learnt this morning by a telegram from Mr. LeMesurier the times at which his Company's trains will arrive at and depart from Raichore.

2. This information has enabled us to prepare the Time-table of our trains to run in connection with those of the Great Indian Peninsula Company, which I now enclose for the approval of Government, and as it is proposed to bring the new service into operation on the 15th instant, I have the honour to request that it may be submitted to His Excellency the Governor in Council with as little delay as possible.

3. The Great Indian Peninsula Company have been unable to make any alteration in their present Time-table beyond extending to Raichore their existing trains which are run in connection with the mail trains on the East Indian Railway.

4. Nothing remains therefore but that we should adapt our service to that of the Great Indian Peninsula Company.

5. The only point in the Time-table now submitted with which I am not quite satisfied is the long time occupied on the journey from Bombay to Bellary.

6. This matter has been carefully considered by the officers of the Railway, but as we are tied down to a time for leaving Raichore, and are unable to cross the temporary road over the Huggry at night, the delay which takes place at Goondacul seems unavoidable.

7. The service of trains between Madras and Bellary is all that could be desired.

8. The enclosed copy of the Traffic Manager's letter,* with which he forwarded the Time-table to me, explains

* No. C-190-140, 1st April 1871. the arrangements which have been made for halting on the journey between Madras and Bombay for refreshment, and also contains a recommendation for the adoption of an intermediate fare of 4 pies per mile between Raichore and Cuddapah, which, under the circumstances, I submit for the favourable consideration of Government.

From the Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 1st April 1871, No. C-190-140.

Revised Train Service, North-West Line.

IN forwarding Draft Time-table of the revised train service between Madras and Raichore to come into operation on the 15th instant, I would point out that the times of the through mail trains have been so arranged as to suit the Time-table of the Great Indian Peninsula Railway on the one hand, and the restriction imposed upon us with reference to the temporary arrangements or crossing the Ceyair river on the other.

It will be seen that by running an additional train on the Bellary branch direct communication has been secured both for mails and passengers between Madras and Bellary and from Bellary to Raichore, but mails and passengers from Raichore to Bellary will have to halt at Goondacul for thirteen hours, as the Chief Engineer does not consider it safe to allow a train to pass over the temporary road laid across the bed of the Huggry river after dark, and under no arrangement could a train running in connection with the main line train from Raichore reach the Huggry before 8-15 P. M.

2. On the journey from Madras time has been allowed at Cuddapah for dinner, and at Ghooty for early tea; and on the journey from Raichore, for dinner at Ghooty, early tea at Cuddapah, and breakfast at Tirupetty. Tiffin will be obtainable at Raichore in both directions.

3. Third-class passengers have been fully provided for between Madras and Cuddapah, between Cuddapah and Bellary, and between Ghooty and Raichore; but as a third-class passenger could not get from Madras to Raichore in less than three days, I would recommend that native passengers should have the option of travelling by the through mail trains between Cuddapah and Raichore on payment of an intermediate fare of 4 pies per mile, and this arrangement would enable third-class passengers to make the journey from Madras to Raichore and *vice versa* in two days.

Proceedings of the Madras Government,

MADRAS

Draft Time-table to come into

TRAINS FROM MADRAS.

Stations.			WEEK DAYS.					SUNDAYS.		
			1	2	3	4	5	1	2	3
			Goods.	3 and Goods.	1, 2, 3, and Mail.	1, 2, 3, and Goods.	3 and Goods.	3 and Goods.	1, 2, 3, and Mail.	1, 2, 3, and Goods.
			A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.
Madras	Dept.		7 0	1 0	2 30	...	7 0	1 0	...	...
Salt Cottage			...	...	2 45	...	7 12	1 12	...	...
Perambore			7 12	1 12	2 55	...	7 45	...	...	...
Avady			7 45	...	3 30	...	...	...	...	...
Tinnalore			...	...	3 45	...	...	...	...	...
Trivellore			8 20	2 0	4 15	...	8 20	2 0	...	...
Cudumathoor			...	...	4 25	...	...	...	...	...
Chinnampett			8 45	...	4 45	...	8 45	...	...	...
Arconum Junction	Arrival		9 0	2 50	5 15	...	9 0	2 50	...	...
Do.	Dept.		9 30	3 55	5 40	...	9 30	3 55	...	...
Truttany			10 5	3 14	6 10	...	10 5	3 14	...	...
Nagery			10 53	...	6 40	...	10 53	...	...	...
Pulloor			11 27	W	7 15	...	11 27	W	...	...
Poodi			12 0	...	7 50	...	12 0	...	...	...
Tirupatty	Arrival		12 22	4 35	8 10	...	12 22	4 35	...	...
Do.	Dept.		5 40	12 45	4 40	...	12 45	4 40	...	...
Ballipally			6 40	...	...	...	...	...	...	...
Codoor	Arrival		7 20	2 20	5 50	...	7 20	2 20	5 50	...
Do.	Dept.		...	3 35	6 0	...	...	3 35	6 0	...
Reddypally			...	3 53	...	...	...	3 53	...	...
Rajampett			...	5 20	...	...	...	5 20	...	...
Nandalore			...	4 20	W	...	...	4 20	W	...
Wontmettah			...	5 58	...	...	...	5 58	...	...
Cuddapah	Arrival		...	5 50	8 20	...	...	5 50	8 20	...
Do.	Dept.		...	9 30	...	...	...	9 30	6 50	...
Camalapur			...	...	7 42	...	...	...	7 42	...
Yerragounda			...	...	8 17	...	...	...	8 17	...
Moodanoor			...	...	8 52	...	...	...	8 52	...
Kondapuram	Arrival		...	1 0	...	...	...	1 0	...	...
Do.	Dept.		...	1 15	...	...	...	1 15	9 44	...
Tadpatri			...	...	10 47	...	...	...	10 47	...
Royalchervoo			...	...	11 39	...	...	...	11 39	...
Ghoaty	Arrival		...	5 30	12 30	...	...	5 30	12 30	...
Do.	Dept.		...	1, 2, 3, and Goods.	...	...	...	1, 2, 3, and Goods.	...	...
Goondacul Junction	Arrival		...	6 30	1 0	...	...	6 30	1 0	...
Do.	Dept.		...	7 20	1 45	...	...	7 20	1 45	...
Yerragounda			...	...	7 45	...	...	...	7 45	2 10
Yerragounda			...	...	8 40	...	...	...	8 40	3 10
Bellary	Arrival		...	...	9 30	...	...	...	9 30	4 0
Goondacul Junction	Dept.		...	...	7 35	...	...	...	7 35	...
Nuncherla			...	...	8 5	...	...	...	8 5	...
Auspree			...	...	9 0	...	...	...	9 0	...
Adoni			...	...	9 55	...	...	...	9 55	...
Kosgee			...	...	10 40	...	...	...	10 40	...
Toongabudra			...	...	11 30	...	...	...	11 30	...
Mutimuri			...	...	12 20	...	...	...	12 20	...
Raichore	Arrival		...	...	...	...	...	...	...	...

*Will stop

N. B.—A train of empty carriages will leave Goondacul Junction daily including

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

MADRAS,
1st April 1871.

Public Works Department, 5th April 1871.

RAILWAY.

operation on 15th April 1871.

TRAINS TO MADRAS.

Stations.			WEEK DAYS.						SUNDAYS.		
			1	2	3	4	5	6	1	2	3
			1, 2, 3, and Goods.	Goods.	1, 2, 3, and Goods.	1, 2, 3, and Mail.	3 and Goods.	3 and Goods.	1, 2, 3, and Mail.	3 and Goods.	1, 2, 3, and Goods.
			A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	P. M.	A. M.	A. M.
Raichore	Dept.		...	...	...	2 25	...	...	2 25	...	...
Mutimuri			...	...	...	...	...	...	...	...	...
Toongabudra			...	...	...	3 10	...	...	3 10	...	...
Kosgee			...	...	...	4 5	...	...	4 5	...	...
Adoni			...	...	...	5 0	...	...	5 0	...	...
Auspree			...	...	...	6 0	...	...	6 0	...	...
Nuncherla			...	...	...	6 30	...	...	6 30	...	...
Goondacul Junction	Arrival		...	...	...	6 30	...	...	6 30	...	...
Bellary	Dept.		6 0	...	...	3 40	...	9 30	3 40	...	9 30
Yerragounda			6 40	...	...	4 30	...	10 20	4 30	...	10 20
Goondacul Junction	Arrival		7 25	...	...	5 20	...	11 15	5 20	...	11 15
Do.	Dept.		...	...	...	6 45	...	11 40	6 45	...	11 40
Ghoaty	Arrival		...	...	...	7 25	...	12 20	7 25	...	12 20
Do.	Dept.		...	...	...	1, 2, and Goods.	...	1, 2, and Goods.	...	...	...
Royalchervoo			...	...	...	9 0	...	1 0	9 0	...	1 0
Tadpatri			...	...	...	...	...	1 50	...	...	1 50
Kondapuram	Arrival		...	...	...	12 45	...	3 43	12 45	...	3 43
Do.	Dept.		...	...	...	1 0	...	...	1 0	...	...
Moodanoor			...	...	...	...	...	4 34	...	...	4 34
Yerragounda			...	...	...	...	...	5 9	...	...	5 9
Camalapur			...	...	...	...	...	5 43	...	...	5 43
Cuddapah	Arrival		...	...	...	5 0	...	6 30	5 0	...	6 30
Do.	Dept.		...	...	...	5 50	...	8 0	5 50	...	8 0
Wontmettah			...	...	...	W	...	9 28	...	...	9 28
Nandalore			...	...	...	...	...	9 58	...	...	9 58
Rajampett			...	...	...	...	...	10 25	...	...	10 25
Reddypally			...	...	...	...	...	11 13	...	...	11 13
Codoor	Arrival		...	...	...	8 10	11 14	...	8 10	11 13	...
Do.	Dept.		...	...	...	8 20	11 20	...	8 20	11 20	...
Ballipally			...	...	...	...	...	...	...	...	...
Tirupatty	Arrival		...	...	...	9 30	12 45	...	9 30	12 45	...
Do.	Dept.		...	...	...	5 30	9 50	1 5	9 50	1 5	...
Poodi			...	...	...	6 5	...	1 27	...	1 27	...
Pulloor			...	...	...	6 40	...	2 0	...	2 0	...
Nagery			...	...	...	7 12	10 53	2 35	...	10 53	2 35
Truttany			...	...	...	7 45	...	3 14	...	3 14	...
Arconum Junction	Arrival		...	...	...	8 15	11 35	3 45	...	11 35	3 45
Do.	Dept.		...	...	...	8 25	11 40	5 20	...	11 40	5 20
Chinnampett			...	...	...	8 45	11 56	...	...	11 56	...
Cudumathoor			...	...	...	9 10	...	...	...	...	...
Trivellore			...	...	...	9 25	12 20	6 0	...	12 20	6 0
Tinnalore			...	...	...	9 55	...	6 19	...	...	6 19
Avady			...	...	...	10 15	...	...	...	...	...
Perambore			...	...	...	10 45	1 12	6 55	...	1 12	6 55
Salt Cottage			...	...	...	10 55	...	...	...	...	...
Madras	Arrival		...	...	...	11 0	1 20	7 15	...	1 20	7 15

when required.

Sundays at 5-30 p. m., arriving at Bellary about 7-10 p. m.

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

Madras, 1st April 1871.

From

A. D. Edwin Esq.
Agent and Manager of the M.R.

To

Major H. L. Meade Esq. R.E.
Acting Consulting Engineer for Railways.

Sir,

With reference to my letter of the 24th ultimo & to 1875 in which I informed you that the Great Indian Peninsula Company would open their line to Raichore on the 15th instant, I have the honour to state that I learnt this morning by a Telegram from Mr. Leathes, the Agent at which his Company's train will arrive at and depart from Raichore.

This information has enabled us to prepare the Time Table of our trains, to begin in connection with those of the G. I. P. Company, which I now enclose for the approval of Government, and as it is proposed to bring the new service into operation on the 15th instant, I have the honour to request that it may be submitted to the Secretary the Governor informed with as little delay

Proceedings of the Madras Government, Public Works Department,
5th April 1871

SUBMITTED for the approval of Government.

2. The intermediate fare of 4 pies per mile for third-class passengers between Cuddapah and Raichore appears worthy of adoption, and I beg to recommend it for the favourable consideration of Government.

(Signed) C. J. SMITH, Captain, R. E.,
Deputy Consgr. Engr. for Railways.

No. 73.

ORDER THEREON, 5th April 1871, No. 1,002.

RAILWAY, No. 8.

The Time-table submitted with this letter is approved.

2. Under the circumstances explained by the Traffic Manager the Government sanction the adoption of an intermediate fare of 4 pies per mile for third-class passengers travelling by the through mail trains between Cuddapah and Raichore.

(True Extract.)
(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Acting Consulting Engineer for Railways.

as possible.

3. The Great Indian Peninsula Company have been unable to make any alteration in their present Timetable beyond extending to Raichoor their existing trains which are run in connection with the local trains on the East Indian Railway.

4. Nothing remains therefore but that we should adapt our service to that of the Great Indian Peninsula Company.

5. The only point in the Timetable now submitted with which I am not quite satisfied is the long time occupied on the journey from Bombay to Bellary.

6. This matter has been carefully considered by the Officers of the Railway but as we are tied down to a time for leaving Raichoor, and are unable to cross the temporary road over the Muggery at night, the delay which takes place at Gondavai seems unavoidable.

7. The service of trains between

Madras and Bellary is all that could be
described.

8. The enclosed copy of the
Traffic Manager's letter, with which he
forwarded the Time Table to me explains
the arrangements which have been made
for halting on the journey between Madras
and Bombay for refreshment, and
also contains a recommendation for
the adoption of an intermediate force
of 44 paces per mile between Raichur
and Gundlupet which under the cir-
cumstances I submit for the favorable
consideration of Government.

Yours truly
W. F. R. R.
Agent and Manager.

MAADRAS RAILWAY.
From
The Agent and Manager
To
The Consulting Engineer
for Railways
Dated
Recd.
1st April 1891.

of 190
140

Madras Railway
Traffic Manager's Office
Madras 10th April 1871.

To

The Agent and Manager
Madras Railway Company

Dear Sir

Revised Train Service North West Line

In forwarding Draft Time Table of the revised Train Service between Madras and Poorehoo, to come into operation on the 15th instant, I would point out that the times of the Through Mail Trains have been so arranged as to suit the Time Table of the G. I. P. Railway on the one hand, and the restriction imposed upon us with reference to the temporary arrangements for Crossing the Coeyar River on the other.

It will be seen that by running an additional Train on the Bellary Branch direct Communication has been secured both for Mails and Passengers between Madras and Bellary and from Bellary to Raichore, but Mails and Passengers from Raichore to Bellary will have to halt at Goodlaeul for 13 hours, as the Chief Engineer does not consider it safe to allow a Train to pass over the temporary Road laid across the bed of the Nuggur River after dark, and under no arrangements

2116

2116 15/4/71

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Date

10th April 1871

Per

No. 202

Submitting for the
approval of Government
a draft time table
of a new service of
trains to be run in
connection with the
opening of the G. I. P.
line to Madras on
the 15th instant.

Madras

Draft Time Table to come in

could a train running in connection with the Main Line train from Raichore reach the Huggari before 8.15 P.M.

On the journey from Madras, time has been allowed at Cuddapah for Dinner, and at Ghooty for early Tea, and on the journey from Raichore for Dinner at Ghooty, early Tea at Cuddapah and Breakfast at Tirupetty. Liffin will be obtainable at Raichore in both directions.

Third Class Passengers have been fully provided for between Madras and Cuddapah, between Cuddapah and Bellary, and between Ghooty and Raichore, but as a 3^d class passengers could not get from Madras to Raichore in less than 3 days, I would recommend that station passengers should have the option of travelling by the through Mail train between Cuddapah and Raichore on payment of an intermediate fare of 4 pice per mile and this arrangement would enable 3^d class passengers to make the journey from Madras to Raichore and vice versa in two days.

Yours faithfully
 J. H. Church
 Traffic Manager

/ New Copy /
 Agent & Manager

Stations	Trains from Madras.									
	Week Days					Sundays				
	1	2	3	4	5	1	2	3	4	5
	Goods	3 and 1.2.3	1.2.3	1.2.3	3 and 3 and 1.2.3	Goods	Goods	Mail	Goods	Goods
	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	A.M.	P.M.
Madras	Dep	7. 0	1. 0	2. 30		7. 0	1. 0			
Salt Cotour				2. 45						
Perrambore		7. 12	1. 12	2. 55		7. 12	1. 12			
Agadey		7. 45		3. 30		7. 45				
Tirunavore				3. 45						
Tiruvellur		8. 20	2. 9	4. 15		8. 20	2. 9			
Cuprambathoor				4. 25						
Chennamangottam		8. 45		4. 45		8. 45				
Arcondal Junction	Dep	9. 0	2. 50	5. 15		9. 0	2. 50			
do	Dep	9. 30	2. 55	5. 40		9. 30	2. 55			
Tiruttany		10. 5	3. 14	6. 10		10. 5	3. 14			
Kaggery		10. 50		6. 40		10. 50				
Pattur		11. 27		7. 15		11. 27				
Ghooty		12. 0		7. 50		12. 0				
Tirupetty	Arr	12. 22	4. 35	8. 10.		12. 22	4. 35			
do	Dep	5. 40	12. 45	4. 40		12. 45	4. 40			
Pattipulley		6. 40								
Cuddor	Arr	7. 20	2. 20	5. 50		2. 20	5. 50			
do	Dep		2. 35	6. 0		2. 35	6. 0			
Reddy pulley		3. 23				3. 23				
Kapampett		3. 50				3. 50				
Mundaloor		4. 20				4. 20				
Montuella		4. 58				4. 58				
Cuddapah	Arr	5. 50	8. 20			5. 50	8. 20			
do	Dep		1.2.3 Goods				1.2.3 Goods			
Cuddapah		9. 30		6. 50		9. 30	6. 50			
Vemagaloor				7. 42						
Vemagaloor				8. 17						
Ellooo				8. 52						
Hordepuram	Arr		1. 0				1. 0			
do	Dep		1. 15				1. 15			
Tadipatri				9. 44						
Royalacherri				10. 47						
Ghooty	Arr			11. 34						
do			5. 30	12. 30			6. 30	12. 30		
do	Dep		1.2.3 Goods				1.2.3 Goods			
Goondal Junction	Arr		6. 30		1. 0		6. 30	1. 0		
do	Dep		7. 20		1. 45		7. 20	1. 45		
Veerapoor			8. 45		2. 10		8. 45	2. 10		
Bellary	Arr		9. 40		3. 10		9. 40	3. 10		
Goondal Junction	Dep		9. 30		4. 0		9. 30	4. 0		
Kancherla			7. 35				7. 35			
Aspore			8. 5				8. 5			
Aspore			9. 0				9. 0			
Mossee			9. 55				9. 55			
Tirubabdra			10. 40				10. 40			
Gubbarie			11. 30				11. 30			
Raichore	Arr		12. 20				12. 20			

* With stop when required.
 N.B. A train of Empty Cargoes will leave Goondal Junction daily including Sundays at 5.30 P.M. arriving at Bellary about 7.10 P.M.

Railway. operation on 15th April 1871.

Stations.		Trains to Madras.						Sundays		
		Week Days								
		1	2	3	4	5	6	1	2	3
		1, 2, 3 Goods	Goods	1, 2, 3 Goods	1, 2, 3 Mail	3 and Goods	3 and Goods	1, 2, 3 Mail	3 and Goods	1, 2, 3 Goods
		A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	P. M.	A. M.	A. M.
Ranchoor	Dep				1. 40			1. 40		
Mutimur					2. 25			2. 25		
Tongabudra					*			*		
Kotice					3. 10			3. 10		
Adoni					4. 5			4. 5		
Kudpur					5. 0			5. 0		
Amberla					6. 0			6. 0		
Goondcul Junction	Arr				6. 30			6. 30		
Vellarey	Dep	6. 0			3. 40		4. 30	3. 40		9. 30
Veerapur		6. 40			4. 30		10. 20	4. 30		10. 20
Goondcul Junction	Arr	7. 25			5. 20		11. 15	5. 20		11. 15
do	Dep				6. 45		11. 40	6. 45		11. 40
do	Arr				7. 25		12. 20	7. 25		12. 20
do	Dep				12. 45			12. 45		
Aggaleherroo					9. 0		1. 0	9. 0		1. 0
Adpictas					-		1. 50	-		1. 50
Kondapuram	Arr				12. 45		2. 42	12. 45		2. 42
do	Dep				1. 0		3. 43	1. 0		3. 43
Moodanoor					-		4. 34	-		4. 34
Vizalgoutla					-		5. 9	-		5. 9
Chudalapoor					-		5. 43	-		5. 43
Chudalapah	Arr				5. 0		6. 30	5. 0		6. 30
do	Dep				12. 30			12. 30		
Maylamettur					5. 50	8. 0	5. 50	8. 0		
Kandalaro					-	8. 50	-	8. 50		
Rafampett					W	9. 28	W	9. 28		
Baldypully					-	9. 58	-	9. 58		
Co door	Arr				-	10. 25	-	10. 25		
do	Dep				8. 10	11. 13	8. 10	11. 13		
Ballypully		7. 40			8. 20	11. 20	8. 20	11. 20		
do	Dep	8. 20			-	-	-	-		
Varupully	Arr	9. 10			9. 30	12. 45	9. 30	12. 45		
do	Dep				5. 30	9. 50	1. 5	9. 50	1. 5	
Poodiy					6. 5	-	1. 27	-	1. 27	
Puttoor					6. 40	-	2. 0	-	2. 0	
Aggeray					7. 12	10. 53	2. 35	10. 53	2. 35	
Tiruttany					7. 45	-	3. 14	-	3. 14	
Treemur Junction	Arr				8. 15	11. 25	3. 45	11. 25	3. 45	
do	Dep				8. 25	11. 40	5. 20	11. 40	5. 20	
Chinnampett					8. 45	11. 56	-	11. 56	-	
Cydeumbathoor					9. 10	-	-	-	-	
Swellor					9. 25	12. 20	5. 0	12. 20	5. 0	
do. wauve					9. 55	-	5. 19	-	5. 19	
Avachy					10. 15	-	-	-	-	
Perrampoor					10. 45	1. 12	5. 55	1. 12	5. 55	
Salt Cotam					10. 55	-	-	-	-	
Madras	Arr				11. 0	1. 20	7. 15	1. 20	7. 15	

Traffic Managers Office
Madras 1 April 1871

Agent and Manager.

Traffic Manager.

No 1482

Submitted for the
approval of Government.

2. The intermediate fare
of 4 pios per mile for third class
passengers between Cuddalore and
Raiichore, appears worthy of adoption;
and I beg to recommend it for the
favourable consideration of Govern-
ment.

R. Smith

Captain R. E.

By Cons: Eng^r for Railway

Madras 2
3^d April 3
1871 3

To

The Secretary to Government
Public Works Department
Fort Saint George,

20 April 1871
R. Smith

N^o 702

Recd date Tue 5 April 71

The time table submitted with this letter is approved.

Under the circumstances explained by the Traffic Manager the Govt. sanction the adoption of an intermediate fare of four pice per mile for third class passengers travelling by the through mail trains between Ludhiana and Raichore.

R.
S.A.
J.P.

C.P.

The Engineer for Railways.
L.S. de-
26/4/71

23rd 1871 24th 1871
26th 1871

The Secy Comptroller
for Railways
The Secretary to Govt
P.O. - C.

Order 323
26th 1871

4th 1485
Enclaves 3

Submitting for
the approval of Govt.
a draft time table of
a new direct service
to be run in connection
with the opening of the
Q. & P. line to Raichore
on the 15th instant.

Copy

Fullerton 12/1/57
" " 11/5/57

July of 1947 - 1948.

PUBLIC WORKS.

32. *Thos. Loomis Esq*
for Railways

11/24/2013

Figure 1

3rd April 1012

...
...
...

1906. 721727

Mail Table - The
table of the train service
between Madras and Bangalore
to come into operation on
the 15 April/77, approximates
and the adoption of an
intermediate fare of four
paise per mile for 1st class
passengers travelling by R.M.
through mail trains between
Chennai & Bangalore, Bangalore