M.R.O. 1—77,006—8-6-37.

(1) Number of pages 15

(2) Date of repair

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2429 Press / Mis.

390-91

Dated 23-4-1891.

Not to be folded or roughly handled

No. 390. Read the following Endorsement of the Acting Consulting Engineer for Railways, dated Madras, 12th September 1871, No. 387 :—

From the Acting Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 31st August 1871, No. 508.

WITH reference to your letter, No. 531, of the 29th instant, I have the honour to send you herewith, for submission to Government, a revised time-table for the North-West Line which has been prepared in accordance with the times quoted by the General Traffic Manager of the Great Indian Peninsula Railway in his letter, No. 15,108, of the 16th instant, of which I annex a copy.

2. Although the time of departure from Raichore to Chicksagoor does not exactly correspond with the time given in your letter, Mr. Church and I agree in thinking that it may fairly be assumed that the allowance made for the ferry will be more than sufficient to cover the difference of 20 minutes.

3. I shall be glad to be favoured with your reply as early as possible.

From the General Traffic Manager of the Great Indian Peninsula Railway, to the Acting Agent and Manager of the Madras Railway Company, dated Bombay, 16th August 1871, No. 15,108.

UNDER the instructions of the Government of India, the time-tables of the Mail Trains between here and Jubbulpore, in connection with the East Indian Mail trains, are to be altered from the 1st October. The alteration will make our train reach the Kistna at 10-40 instead of 11-40, and it must leave the Kistna at 1-20 instead of 2-20 P. M., this makes an alteration of an hour necessary in your trains, and I shall be glad to know if you have any objection to make it.

2. I am sorry that, so far as our trains are concerned, there is no option left but for us to adopt the times I have named. It would be a convenience to the public if you could make it convenient to alter yours. The trains between Chicksagoor and Raichore will also of course have to be correspondingly altered.

3. I shall be glad of an early reply as of course there is not much time to lose in getting out the time-table.

MADRAS RAILWAY.

Proposed Time Table of Trains on North-West Line on and after 1st October 1871.

	1 Goods.		2 1, 2, 3, and Goods.		3 1, 2, 3, and Goods.		4 1, 2, 3, and Goods.		5 1, 2, 3, and Goods.		6 1, 2, 3, and Goods.	
	A.	M.	A.	M.	A.	M.	A.	M.	P.	M.	A.	M.
Madras ... ... Dep.	...	...	7	0	10	50	...	...	2	30	...	...
Salt Cotaur	...	...	...	...	...	...	...	...	2	45	...	...
Peramoore	...	...	7	12	10	58	...	...	2	55	...	...
Avady	...	...	7	43	...	...	...	...	3	30	...	...
Tinnanore	...	...	...	...	...	...	...	...	3	45	...	...
Trivellore	...	...	8	15	11	54	...	...	4	15	...	...
Cudumbathoor	...	...	...	...	...	...	...	...	4	25	...	...
Chinnamapett	...	...	8	40	...	...	...	...	4	45	...	...
Arconum ... ... Arr.	...	...	8	55	12	34	...	...	5	15	...	...
Do. ... ... Dep.	...	...	9	15	12	40	...	...	5	40	...	...
Tirutany	...	...	9	47	12	59	...	...	6	10	...	...
Naggery	...	...	10	20	...	...	...	...	6	40	...	...
Puttoor	...	...	10	52	1	45	...	...	7	15	...	...
Poody	...	...	11	28	...	...	...	...	7	50	...	...
Tirupetty ... ... Arr.	...	...	11	55	2	20	...	...	8	10	...	...
Do. ... ... Dep.	5	40	12	20	2	25	...	...	...	...	...	...
Ballypully	6	40	...	...	...	...	...	...	...	...	...	...
Codoor ... ... Arr.	7	20	1	35	3	35	...	...	...	...	...	...
Do. ... ... Dep.	...	...	1	50	3	40	...	...	...	...	...	...
Reddypully	...	...	2	33	...	...	...	...	...	...	...	...
Rajampett	...	...	2	50	...	...	...	...	...	...	...	...
Nundalore	...	...	3	25	4	50	...	...	...	...	...	...
Wontimettah	...	...	4	3	...	...	...	...	...	...	...	...
Cuddapah ... ... Arr.	...	...	5	0	5	50	...	...	...	...	...	...
Do. ... ... Dep.	...	...	...	...	6	30	...	...	...	...	6	45
Camalapoor	...	...	...	...	7	24	...	...	...	...	7	37
Yerragoontla	...	...	...	...	8	0	...	...	...	...	8	12
Moodanoor	...	...	...	...	8	40	...	...	...	...	8	47
Kondipuram	...	...	...	...	9	48	...	...	...	...	9	39
Tadputri	...	...	...	...	11	0	...	...	...	...	10	42
Royalcherroo	...	...	...	...	12	0	...	...	...	...	11	34
Ghooty ... ... Arr.	...	...	...	...	1	0	...	...	...	...	12	25
Do. ... ... Dep.	...	...	...	...	1	25	4	45	...	...	1	0
Goondacul ... ... Arr.	...	...	...	...	2	35	5	35	...	...	1	45
Goondacul ... ... Dep.	...	...	...	...	...	...	5	50	...	...	2	10
Veerapoor	...	...	...	...	...	...	6	50	...	...	3	0
Bellary ... ... Arr.	...	...	...	...	...	...	7	35	...	...	3	50
Goondacul ... ... Dep.	...	...	...	...	2	45	...	...	...	...	...	...
Nuncherla	...	...	...	...	3	25	...	...	...	...	...	...
Auspree	...	...	...	...	4	30	...	...	...	...	...	...
Adony ... ... Arr.	...	...	...	...	5	35	...	...	...	...	...	...
Do. ... ... Dep.	...	...	...	...	5	55	...	...	...	...	...	...
Kosgee	...	...	...	...	6	45	...	...	...	...	...	...
Toongabudra	...	...	...	...	...	...	...	...	...	...	...	...
Mutmurri	...	...	...	...	7	35	...	...	...	...	...	...
Raichore ... ... Arr.	...	...	...	...	8	5	...	...	...	...	...	...
Do. ... ... Dep.	...	...	...	...	8	45	...	...	...	...	...	...
Chicksagoor ... ... Arr.	...	...	...	...	9	25	...	...	...	...	...	...
	A.	M.	P.	M.	A.	M.	A.	M.	P.	M.	P.	M.

30*th August* 1871.

	1 1, 2, 3, and Goods.		2 1, 2, 3, and Goods.		3 1, 2, 3, and Goods.		4 1, 2, 3, and Goods.		5 Goods.		6 1, 2, 3, and Goods.	
	A.	M.	A.	M.	P.	M.	P.	M.	A.	M.	A.	M.
Chicksagoor ... ... Dep.	...	...	...	...	...	...	2	40	...	...	...	...
Raichore ... ... Arr.	...	...	...	...	...	...	3	25	...	...	...	...
Do. ... ... Dep.	...	...	...	...	...	...	4	0	...	...	...	...
Mutmurri	...	...	...	...	...	...	4	30	...	...	...	...
Toongabudra	...	...	...	...	...	...	...	...	...	...	...	...
Kosgee	...	...	...	...	...	...	5	20	...	...	...	...
Adony ... ... Arr.	...	...	...	...	...	...	6	10	...	...	...	...
Do. ... ... Dep.	...	...	...	...	...	...	6	25	...	...	...	...
Auspree	...	...	...	...	...	...	7	25	...	...	...	...
Nuncherla	...	...	...	...	...	...	8	34	...	...	...	...
Goondacul ... ... Arr.	...	...	...	...	...	...	9	13	...	...	...	...
Bellary ... ... Dep.	...	...	9	0	5	0	...	...	...	...	...	...
Veerapoor	...	...	9	50	5	45	...	...	...	...	...	...
Goondacul ... ... Arr.	...	...	10	45	6	45	...	...	...	...	...	...
Goondacul ... ... Dep.	...	...	11	10	6	55	9	23	...	...	...	...
Ghooty ... ... Arr.	...	...	11	50	7	40	10	35	...	...	...	...
Do. ... ... Dep.	...	...	12	30	...	...	11	0	...	...	...	...
Royalcherroo	...	...	1	20	...	...	12	0	...	...	...	...
Tadputri	...	...	2	12	...	...	1	0	...	...	...	...
Kondipuram	...	...	3	15	...	...	2	10	...	...	...	...
Moodanoor	...	...	4	4	...	...	3	8	...	...	...	...
Yerragoontla	...	...	4	39	...	...	3	48	...	...	...	...
Camalapoor	...	...	5	13	...	...	4	24	...	...	...	...
Cuddapah ... ... Arr.	...	...	6	0	...	...	5	20	...	...	...	...
Do. ... ... Dep.	...	...	...	...	...	...	5	45	...	...	7	45
Wontimettah	...	...	...	...	...	...	...	...	...	...	8	35
Nundalore	...	...	...	...	...	...	6	45	...	...	9	10
Rajampett	...	...	...	...	...	...	...	...	...	...	9	35
Reddypully	...	...	...	...	...	...	...	...	...	...	10	5
Codoor ... ... Arr.	...	...	...	...	...	...	7	50	...	...	10	52
Do. ... ... Dep.	...	...	...	...	...	...	7	55	8	10	11	0
Ballypully	...	...	...	...	...	...	...	...	8	50	...	...
Tirupetty ... ... Arr.	...	...	...	...	...	...	9	5	9	40	12	20
Do. ... ... Dep.	5	30	...	...	...	...	9	20	...	...	12	40
Poody	6	0	...	...	...	...	...	...	...	...	1	8
Puthoor	6	35	...	...	...	...	...	...	...	...	1	45
Naggery	7	7	...	...	...	...	10	20	...	...	2	20
Tirutany	7	40	...	...	...	...	10	44	...	...	2	55
Arconum ... ... Arr.	8	5	...	...	...	...	11	5	...	...	3	25
Do. ... ... Dep.	8	20	...	...	...	...	11	10	...	...	5	20
Chinnamapett	8	40	...	...	...	...	11	26	...	...	...	...
Codumbathoor	9	0	...	...	...	...	...	...	...	...	...	...
Trivellore	9	15	...	...	...	...	11	54	...	...	6	0
Tinnanore	9	47	...	...	...	...	...	...	...	...	6	19
Avady	10	5	...	...	...	...	...	...	...	...	...	...
Perambore	10	58	...	...	...	...	12	50	...	...	6	55
Salt Cotaur	11	5	...	...	...	...	...	...	...	...	...	...
Madras ... ... Arr.	11	15	...	...	...	...	1	0	...	...	7	15
	A.	M.	P.	M.	P.	M.	P.	M.	A.	M.	P.	M.

(True Copy.)

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

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

Agent and Manager.

Proceedings of the Madras Government, Public Works Department, 23rd September 1871.

From the Acting Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 5th September 1871, No. 522.

With reference to your letter No. 533, of the 30th ultimo, I have the honour to send you the copy of a telegram received from the General Traffic Manager of the Great Indian Peninsula Railway, from which you will observe that all his Company will require in consequence of the alterations in the Mail Trains from the 1st of October, is a train in and out of Chicksagoor one hour earlier than at present.

2. This is provided for in the time-table forwarded with my letter, No. 508, of the 31st ultimo, and I shall be glad to hear as soon as possible whether it has received the approval of the Government.

From CONDER, Bombay, to CHURCH, Madras, dated 2nd September 1871.

See my letter to your Acting Agent (15,108) of 16th ultimo. We want the train one hour earlier in and out of Chicksagoor.

Submitted for the sanction of the Government.

The revised time-table for the North-West Line of the Madras Railway has been prepared in communication with the Great Indian Peninsula Railway Company, in consequence of the orders of the Government of India regulating the mail trains that pass through Allahabad. The change is to take place on the 1st October, and I have intimated to the Agent that the time-tables may be put in the press at once, in order that due notice may be given to the public.

Vide G. O., No. 2,207, dated 29th August 1871.

2. There is but a slight alteration of hours. The train conveying the Europe mails will leave Madras at 10-50 A.M. instead of at 11-30 A.M., and will reach Raichore at 8-5 the next morning. A halt of 40 minutes is allowed for breakfast there, and Chicksagoor is reached at 9-25 instead of at 10-20 as at present.

3. An interval of four hours is allowed each way for the break at the Kistna river, between the Kistna and Chicksagoor stations.

4. The mail train from Bombay will arrive at Chicksagoor at 2-40 P.M.; after a halt of 35 minutes at Raichore, it leaves that station at 4 P.M. instead of at 5-20, and arrives at Madras at 1 P.M., an hour earlier than at present.

5. The Cheyaur river will be passed at about 4-45 P.M., or in good day-light throughout the year, while on the journey to Madras the train will cross the bridge at about 6-50 A.M., also in good light.

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

No. 391. Order thereon, 23rd September 1871, No. 2,429.

RAILWAY, No. 51.

The revised time-table for the North-West Line of the Madras Railway submitted with these papers is approved for adoption from the 1st October.

(True Extract.)

(Signed) A. deC. SCOTT, Captain, R.E.,
Under-Secretary to Government.

To the Acting Consulting Engineer for Railways.

Exd. S. T. Augustin.

No 387.

Submitted for the sanction of the Government.

The revised Time Table for the North-West Line of the Madras Railway, has been prepared in communication with the Great Indian Peninsula Railway Company: in consequence of the orders of the Government of India regulating the mail trains, that pass through Allahabad. The change is to take place on the 1st October: and I have intimated to the Agent that the Time Tables may be put

Vide G.O. 2207 dated 29th Augt 1871

put in the Press at once, in order that due notice may be given to the public.

2 There is but a slight alteration of hours - The train conveying the Europe mails will leave Madras at 10.50. A.M. instead of at 11.30. A.M.; and will reach Raichore at 8.5. the next morning. A half of 40 minutes is allowed for breakfast there: and Chiksagoor is reached at 9.25, instead of at 10.20. as at present.

3- An interval of 4 hours is allowed, each way for the break at the Kistna river between the Kistna and Chiksagoor stations.

4- The mail train from Bombay will arrive at Chiksagoor at 2.40. P.M: after a halt of 35 minutes at Raichore it leaves that station at 4 P.M. instead of at 5.20, and arrives at Madras at 1 P.M. an hour earlier than at present.

5- The Cheyair river will be passed at about 4.45. P.M.; or in good day-light throughout the year: while on the journey to Madras the train will cross the bridge at about 6.50. A.M. also in good light.

Madras
12th Sept
1871
To

Chas Sundyard. Major R.E.
Ag Cons Engr for Railways
The Secretary to Government
Public Works Depart
Fort St George

Agent and Manager

No. 508

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 31st August 1871.

From

To Company,

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ently
ur letter,
that it may
made
ficient to

3. I shall be glad to be favored with your reply as early as possible.

I have the honor to be
Sir
Your most obedient Servant
Blanford Archibald.
Ag Agent and Manager.

Rec'd 29th Aug/71 No 389-390

P. W. 1871 Sept 1st

Ry. Dept for Sept.

From No 4360.

The Consulting Engineer
for Railways.

To

The Secretary to Govt
P. W. Dept

Date 12th
Received 14th } September 1871.

Encl 4. No 889.

Submitting a
revised Time Table
for the North West Line
to come into operation
from the 1st October/71.

No 2429-23 Sept 8/71

No 890

6 Oct 4/6 Sept/71 Rec'd 7th Oct

No. 508

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 31st August 1871.

From

Beresford Anderson Esqre.
Ag Agent and Manager of the Mr. R. Company

To

Major H. L. Prendergast. R.E.
Ag Consulting Engineer for Railways.

SIR,

With reference to your letter No. 531 of the 29th instant I have the honor to send you herewith for submission to Government a revised Time Table for the North West Line, which has been prepared in accordance with the times quoted by the General Traffic Manager of the Great Indian Peninsula Railway in his letter No. 15108 of the 16th instant of which I annex a copy.

2. Although the time of departure from Raichore to Chickzagoor does not exactly correspond with the time given in your letter, Mr. Church and I agree in thinking that it may fairly be assumed that the allowance made for the Ferry will be more than sufficient to cover the difference of 20 Minutes.

3. I shall be glad to be favored with your reply as early as possible.

I have the honor to be
Sir
Your most obedient Servant
Beresford Anderson.
Agent and Manager

15708.

Great Indian Peninsula Railw
General Traffic Manager's off
Bombay 16th August 187

R. Anderson Esqre
Madras Railway Co.

Dear Sir,

Under the instructions of the Govern
ment of India, the Timetables for the mail tra
between here and Jubbulpore, in connection
with the East Indian mail trains, are to be
altered from the 1st October. The alteration
will make our trains reach the Kistna at
10.40 instead of 11.40 and it must leave the
Kistna at 1.20 instead of 2.20 P.M: this make
an alteration of an hour necessary in your
trains, and I shall be glad to know if you
have any objection to make it.

I am sorry that so far as our
trains are concerned there is no option left to
but for us to adopt the times I have named.
It would be a convenience to the Public
if you could make it convenient to alter
yours. The Trains between Bhuckapoor and
Raichore will also of course have to be
correspondingly altered.

I shall be glad of an early reply,
as of course there is not much time to lose
in getting out the Timetable.

Yours faithfully
Sd/ H. Condell
General Traffic Manager.

[True Copy]

Blandford Anderson.

Ag. Agent & Gen. Manager.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 3rd October 1871.
Read 4th October 1871.

No. 5948.

Transmitting application
for leave to lay the
East Madras Railway Some
Miles Extension Line
the 1st of October next.

No. 522

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 2 September 1871

From

Bluefield Anderson Esq
Acting Agent and Manager. of the M&S

To

Major H.L. Pfenderguest RE
Acting Consulting Engineer for Railways.

Sir,

With reference to your letter
№ 533 of the 30th ultimo I have the honour
to send you the copy of a Telegram
received from the General Traffic Manager
of the Great Indian Peninsula Railway
from which you will observe that all
his company will require in consequence
of the alterations in the Mail Trains
from the 1st of October, is a train
in and out of Beckwada one hour
earlier than at present.

2 This is provided for in the
Time Table forwarded with my letter
№ 508 of the 31st ultimo, and I shall

Wm.
Conder
Ramboy

To
Church
& Madras.

See my letter to your
Acting Agent (1570) of 16th ultimo.
We want the Train one hour
earlier in and out off Kishnagoor.

/True Copy/
Stanfield Anderson.
Acting Agent & Manager.

2nd September 1871.

be glad to hear as soon as possible
whether it has received the approval
of the Government.

To Wm. Conder Esq. Acting Agent & Manager.

From Thomas Church Esq. Consulting Engineer for Railways.

MADRAS RAILWAY.

The Agent and Manager

Dated 1st Sept. 1871.

Rec'd

No. 52

Sir,

In reply to your letter of the 16th ultimo, I have the honour to state that I have received the approval of the Government to the proposed Time Table for the Kishnagoor Branch.

I have &c.

Proposed Line of Railway Trains on S. M. Line on and after 1st October 1871

		1	2	3	4	5	6
		Goods	1.2.3 and Goods	1.2.3 and Goods	1.2.3 and Goods	1.2.3 and Goods	1.2.3 and Goods
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Mardras	Dep						
Salt Colaroe			7. 0	10. 5		2. 30	
Perambore			7. 12	10. 58		2. 45	
Guindy			7. 43	-		2. 55	
Tirinamore			-	-		3. 35	
Trivellore			8. 12	11. 54		3. 45	
Pudumbatthore			-	-		4. 18	
Chinnamapetta			8. 40	-		4. 25	
Arconum	Arv		-	-		4. 45	
do	Dep		8. 55	12. 54		5. 15	
Tiruttany			9. 15	12. 40		5. 40	
Nagary			9. 47	12. 59		6. 10	
Vellore			10. 20	-		6. 40	
Paady			10. 52	1. 45		7. 15	
Tirupatty	Arv		11. 28	-		7. 55	
do	Dep		11. 55	2. 20		8. 19	
Pallypully		5. 40	12. 20	2. 25			
Cadaor	Arv	6. 40	-	-			
do	Dep	7. 20	1. 30	3. 35			
Pedelypully			1. 55	3. 40			
Rayaumpetta			2. 23	-			
Pundalore			2. 50	4. 1			
Pontimattah			3. 25	4. 50			
Cudalapaar			4. 3	5. 30			
do	Arv		5. 0	-			
Comalapaar	Dep		-	5. 50			
Yerragoontla			-	6. 30			
Moadanoor			-	7. 24			
Gundelpauad			-	8. 0			
Jadpetty			-	8. 40			
Royalcherroo			-	9. 48			
Ghooty			-	11. 0			
do	Arv		-	12. 0			
Goondacaul	Dep		-	1. 0			
Goondacaul	Arv		1. 25	4. 45			
Weenapaar	Dep		2. 35	5. 35			
Bellary	Arv			5. 50			
Goondacaul				6. 50			
Kuncherla	Dep			7. 35			
Kurpee							
Adoni			2. 45				
do	Arv		3. 25				
Hazeree	Dep		4. 30				
Soontabundra			5. 35				
Mutmurri			5. 55				
Raichore			6. 45				
do	Arv		*				
Ishickaapoor	Dep		7. 35				
	Arv		8. 5				
			8. 45				
			9. 25				

		1	2	3	4	5	6
		1.2.3 and Goods	1.2.3 and Goods	1.2.3 and Goods	1.2.3 and Goods	Goods	1.2.3 and Goods
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Ishickaapoor	Dep				2. 40		
Raichore	Arv				3. 25		
do	Dep				4. 0		
Mutmurri					4. 30		
Soonjabundra					*		
Hazeree					5. 20		
Adoni	Arv				6. 10		
do	Dep				6. 25		
Kurpee					7. 25		
Kuncherla					8. 34		
Goondacaul	Arv				9. 13		
Bellary	Dep		9. 0	5. 0			
Weenapaar			9. 50	5. 45			
Goondacaul	Arv		10. 45	6. 45			
Goondacaul	Dep		11. 10	6. 55	9. 23		
Ghooty	Arv		11. 50	7. 40	10. 35		
do	Dep		12. 30		11. 0		
Royalcherroo			1. 20		12. 0		
Jadpetty			2. 12		1. 0		
Gundelupaud			3. 15		2. 10		
Moadanoor			4. 4		3. 8		
Yerragoontla			4. 39		3. 48		
Comalapaar			5. 13		4. 24		
Cudalapaar	Arv		6.		5. 20		
do	Dep				5. 45	7. 45	
Pontimattah					-	8. 35	
Pundalore					6. 45	9. 10	
Rayaumpetta					-	9. 35	
Pedelypully					-	10. 5	
Cadaor	Arv				7. 50	10. 52	
do	Dep				7. 55	11. 0	
Pallypully					8. 10	-	
Tirupatty	Arv				-	12. 20	
do	Dep	5. 30			8. 50	12. 40	
Paady		6. 0			9. 5	1. 8	
Vellore		6. 36			9. 40	1. 45	
Nagary		7. 7			-	2. 20	
Tirutany		7. 40			9. 20	2. 55	
Arconum	Arv	8. 5			-	3. 25	
do	Dep	8. 20			-	5. 20	
Chinnamapetta		8. 40			10. 20	-	
Pudumbatthore		9. 0			10. 44	6. 0	
Trivellore		9. 15			11. 5	6. 19	
Trinamore		9. 47			11. 10	-	
Guindy		10. 5			11. 26	-	
Perambore		10. 58			-	-	
Salt Colaroe		11. 5			11. 54	6. 55	
Mardras	Arv	11. 15			-	-	
		A. M.	A. M.	A. M.	12. 50	7. 15	
					-		
					1. -		

Copy
Superintendent Civil Engineer
Southern Division
Royapooram
30. 8. 71.

Public Works Department

No 2425

Proceedings of the Madras Government

Under date the 25th September 1871

Read the following

From The Consulting Engr for Railways, No. 3877/12 Sept 71

The revised Time Table for the North West Line of the Madras Railway submitted with these papers is approved for adoption from the 1st October.

A. J. S

N.

To 32

The Consg Engineer for Railways.

Ry-S. dept 23/9/71-

20 Lt.

IC- No. 4380.

Govt. of [1871] Madras.

PUBLIC WORKS.

To The Secretary Railways

Dated

Rec'd 4

G. O. 23 Sept. No. 2429.

Nos. 3918/31

Time Table - Alterations in the time table for the South West line of the Madras Railway approved for adoption from 1st October 1871.