

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

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

G.O. No.	1300	Press
387,388		Mis.
Dated	14-5-	1872

Not to be folded or roughly handled

p. 5
No. 387. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 9th May 1872, No. 230:—

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 7th May 1872, No. 287.

In reply to your letter No. 325 of the 6th instant, I have the honour to inform you that, as I mentioned in Committee, to-day I have forwarded to the Great Indian Peninsula Company for approval a revised Table of Trains on the North-West Line to come into operation on or about the 1st of June next, when the temporary road across the Kistna river will probably be washed away.

2. This Time Table provides for the Mail Train to leave Madras at 2 P. M. and to arrive at Raichore at 8-20 A. M. on the following day, and for the train from Bombay to leave Raichore at 4 P. M. arriving in Madras at 11 A. M. on the following day.

3. In the course of to-morrow, I hope to be able to submit a complete Time Table for the sanction of Government.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 8th May 1872, No. 294.

In continuation of my letter No. 287 of yesterday, I have the honour to forward herewith, for the approval of Government, a Time Table of Trains on the North-West Line which it is proposed to introduce upon the interruption of the present temporary communication over the Kistna river which may be expected about the commencement of next month.

2. In writing to the Great Indian Peninsula Company yesterday, I stated that some fixed date must be named by them for the introduction of the altered Time Bill, and that this must not be contingent upon the failure of their road over the river. I did this with a view to prevent a repetition of the annoyance to which we were subjected last year.

Proceedings of the Madras Government,

MADRAS

Proposed Time Table for North-West Line

Stations.		1		2		3		4		5		6	
		Goods.		1, 2, 3, and Goods.		1, 2, 3, Mail.		1, 2, 3, and Goods.		1, 2, 3, and Goods.		1, 2, 3, and Goods.	
Madras	Dep.	A.	M.	A.	M.	P.	M.	A.	M.	P.	M.	A.	M.
Salt Cotaur Junction				7	0	2	0			2	30		
Perambore										2	45		
Perambore Works				7	12	2	8			2	50		
Avady				7	43					3	20		
Tinnanore				7	57	2	43			3	35		
Trivellore				8	15	3	2			4	5		
Cudumbatore				8	40					4	15		
Chinnamapett										4	35		
Arconum Junction	Arr.			8	55	3	42			5	5		
Do.	Dep.			9	15	3	50			5	30		
Tirutany				9	47					6	0		
Naggery				10	20					6	30		
Puttoor				10	52	4	55			7	5		
Poody				11	28					7	40		
Tirupetty	Arr.			11	55	5	30			8	0		
Do.	Dep.			7	20	5	35						
Ballypully				8	20								
Codoor	Arr.			9	0	1	35						
Do.	Dep.			1	50	6	50						
Reddypully				2	33								
Rajampett				2	57								
Nundalore				3	25	8	0						
Wontimettah				4	3	9	0						
Cuddapah	Arr.			5	0								
Do.	Dep.					9	30					7	0
Camalapur						10	13					7	50
Yerragoontla						10	48					8	21
Moodanoor						11	20					8	54
Kondipuram						12	10					9	42
Tadputri						1	10					10	40
Royalcherroo						2	0					11	30
Ghoozy	Arr.					2	55					12	20
Do.	Dep.					3	20	4	45			12	50
Goondacul	Arr.					4	5	5	35			1	35
Goondacul	Dep.							5	50			1	55
Veerapoor	Arr.							6	50			2	45
Bellary								7	35			3	35
Goondacul	Dep.					4	15						
Nuncherla						4	40						
Auspree						5	22						
Adony	Arr.					6	0						
Do.	Dep.					6	13						
Kosgee						7	3						
Tungabudra (S. B.)						7	50						
Matmurri	Arr.					8	20						
Raichore													

MADRAS,
5th May 1872.

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

Public Works Department, 14th May 1872.

RAILWAY.

on the opening of the Kistna Ferry.

Stations.		1		2		3		4		5		6	
		1, 2, 3, and Goods.		1, 2, 3, and Goods.		1, 2, 3, and Goods.		1, 2, 3, Mail.		Goods.		1, 2, 3, and Goods.	
Raichore	Dep.	A.	M.	A.	M.	P.	M.	P.	M.	A.	M.	A.	M.
Matmurri								4	33				
Tungabudra (S. B.)								5	20				
Kosgee								6	10				
Adony	Arr.							6	20				
Do.	Dep.							6	58				
Auspree								7	42				
Nuncherla								8	5				
Goondacul	Arr.												
Bellary	Dep.			9	15	5	0						
Veerapoor				10	5	5	45						
Goondacul	Arr.			11	0	6	45						
Goondacul	Dep.			11	15	6	55	8	15				
Ghoozy	Arr.			11	55	7	40	9	0				
Do.	Dep.			12	30			9	30				
Royalcherroo				1	20			10	20				
Tadputri				2	10			11	10				
Kondipuram				3	10			12	10				
Moodanoor				4	0			1	0				
Yerragoontla				4	35			1	35				
Camalapur				5	8			2	10				
Cuddapah	Arr.			6	0			3	0				
Do.	Dep.							3	20			7	45
Wontimettah												8	35
Nundalore								4	38			9	10
Rajampett												9	35
Reddypully												10	5
Codoor	Arr.							5	45			10	53
Do.	Dep.							5	50			11	0
Ballypully								10	10				
Tirupetty	Arr.							11	0			12	20
Do.	Dep.							7	10			12	40
Poody				6	0							1	8
Puttoor				6	35							1	45
Naggery				7	7							2	20
Tirutany				7	40							2	55
Arconum Junction	Arr.			8	5			8	50			3	25
Do.	Dep.			8	20			9	15			5	20
Chinnamapett				8	40								
Cudumbatore				8	58								
Trivellore				9	10			9	55			6	0
Tinnanore				9	40			10	15				
Avady				9	55								
Perambore Works													
Perambore				10	25			10	50			6	55
Salt Cotaur Junction				10	35								
Madras	Arr.			10	40			11	0			7	15

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

*Proceedings of the Madras Government, Public Works Department,
14th May 1872.*

SUBMITTED for the approval of Government.

2. It is proposed that the revised Time Table should come into operation on the North-West Line of the Madras Railway on or about the 1st June next, when the temporary road across the Kistna river will probably be washed away and the ferry had recourse to.

3. Under this proposed service the Mail Train will leave Madras at 2 P. M. instead of 3-30 P. M. as at present, and will reach Raichore at 8-20 A. M. next day, instead of 11-45 A. M. The train from Bombay will leave Raichore at 4 P. M. arriving at Madras at 11 A. M. the following day, in lieu of the present hours 12-45 P. M. and 8-45 A. M.

4. I have discussed this subject with the Railway authorities, and the arrangement seems to me the best that can be made under the circumstances. It will be observed that the average speed of the train between Madras and Raichore has been increased from 17 miles to 19 miles per hour, including stoppages.

5. The necessary notice has been given to the Postmaster General.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

No. 388.

ORDER THEREON, 14th May 1872, No. 1,300.

RAILWAY, No. 54.

APPROVED.

(True Extract.)

Colonel, R.E.,
Officiating Secretary to Government.

To the Consulting Engineer for Railways.

Exd. T. O'Connor.

No. 294

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 2nd May 1872.

From

R. D. Chinn Esq.,

Agent and Manager of the M.R.

To

Lieut. Col. H. H. Stewart R.E.

Consulting Engineer for Railways.

SIR,

In continuation of my letter
No. 287 of yesterday, I have the honour
to forward herewith for the approval
of Government a Time Table of
Trains on the North West Line
which it is proposed to introduce
upon the interruption of the
present temporary communication
over the Kistna River which
may be expected about the
commencement of next month.

2. In writing to the Great
Indian Peninsular Company yester-
day I stated that some fixed
date must be named by them
for the introduction of the
altered Time Bill and that
this must not be contingent

upon the failure of their road
over the river. I did this with
a view to prevent a repetition
of the annoyance to which we
were subjected last year.

I have the honour to be,
Sir,
Your most obedient servant
Wm. J. R. M.
Agent and Manager.

Madras at 2

No. 287.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 7th May 1892

From

A. B. Elwin Esq.
Agent and Manager of the M.R.

To

Lieut. Colonel J. H. M. Shaw Stewart
Consulting Engineer for Railways.

Sir,

In reply to your letter
No. 325 of the 16th instant I have
the honour to inform you that as
I mentioned in Committee today
I have forwarded to the Great Indian
Peninsula Company for approval
a revised Table of Trains on the
North West Line to come into
operation on or about the 1st of
June next. When the temporary
road across the Mettur River
will probably be washed away.

This revised Table provides
for the Mail Train to leave
Madras at 5 p.m. and to arrive

22309

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

Recd.

8th May

1892

No. 294.

Instructing you the
approval of the
revised Table
and request of trains
on the North West
Line.

P.N. 2358/72.
Received 11/11/1892

at Alachua at 8.30 A.M. on the
following day, and for the train
from Bombay to leave Alachua
at 4 p.m. arriving in Madras
at 11 A.M. on the following day.

3. In the course of tomorrow
I hope to be able to submit a
complete ^{and} true table for the
sanction of Government.

I have the honor to be
Sir your most obedient
servant

W. J. L. L. L.
Agent and Manager

22800 and No 280

Submitted for the approval of Government.

2. It is proposed that the revised time-table should come into operation on the North-West Line of the Madras Railway on or about the 1st June next, when the Kendraperry road across the Krishna river will probably be washed away and the ferry which carried the mail will be discontinued.

3. Under the proposed service the mail train will leave Madras at 2 p.m. instead of 3-30 p.m. as at present, and will reach Raichore at 8.20 a.m. next day instead of 11.45 a.m. The train from Bombay will leave Raichore at 4 p.m. arriving at Madras at 11 a.m. the following

day

22800

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

8 May

1872

No. 287

states that he has forwarded to the Great Indian Peninsula Railway for approval a proposed table of times in the 4th line to come into operation on or about the 1st of June next.

P.N. 2358/72

Sanjay Singh

day, in lieu of the present hours 12.45
 per hour 8.45 a.m.

4. I have discussed this
 subject with the Railway authorities
 and the arrangement seems to me the
 best that can be made under the
 circumstances. It will be observed
 that the average speed of the train
 between Montreal and Quebec has
 been increased from 17 miles to 19
 miles per hour, including stoppages.

5. The necessary notice
 has been given to the Port of Montreal
 General Comptroller of Customs
 and to the Board of Trade
 Montreal.
 6. The necessary notice
 has been given to the Port of Montreal
 General Comptroller of Customs
 and to the Board of Trade
 Montreal.
 7. The necessary notice
 has been given to the Port of Montreal
 General Comptroller of Customs
 and to the Board of Trade
 Montreal.

The Secretary to Government
 Public Works Department
 Fort Saint George.

Schedule of the Montreal and Quebec Railway

Station	Time	Distance	Speed	Remarks
Montreal	8:45 a.m.	0		
St. Lawrence	9:15	10	17	
St. Hubert	9:45	20	17	
St. Jean	10:15	30	17	
St. Charles	10:45	40	17	
St. Roch	11:15	50	17	
St. Louis	11:45	60	17	
St. Pierre	12:15	70	17	
St. Michel	12:45	80	17	
St. Anne	1:15	90	17	
St. Elizabeth	1:45	100	17	
St. James	2:15	110	17	
St. George	2:45	120	17	
St. Andrew	3:15	130	17	
St. Patrick	3:45	140	17	
St. John	4:15	150	17	
St. David	4:45	160	17	
St. Martin	5:15	170	17	
St. Anthony	5:45	180	17	
St. Nicholas	6:15	190	17	
St. Basil	6:45	200	17	
St. Constant	7:15	210	17	
St. Laurent	7:45	220	17	
St. Maurice	8:15	230	17	
St. Jean	8:45	240	17	
St. Charles	9:15	250	17	
St. Roch	9:45	260	17	
St. Louis	10:15	270	17	
St. Pierre	10:45	280	17	
St. Michel	11:15	290	17	
St. Anne	11:45	300	17	
St. Elizabeth	12:15	310	17	
St. James	12:45	320	17	
St. George	1:15	330	17	
St. Andrew	1:45	340	17	
St. Patrick	2:15	350	17	
St. John	2:45	360	17	
St. David	3:15	370	17	
St. Martin	3:45	380	17	
St. Anthony	4:15	390	17	
St. Nicholas	4:45	400	17	
St. Basil	5:15	410	17	
St. Constant	5:45	420	17	
St. Laurent	6:15	430	17	
St. Maurice	6:45	440	17	
St. Jean	7:15	450	17	
St. Charles	7:45	460	17	
St. Roch	8:15	470	17	
St. Louis	8:45	480	17	
St. Pierre	9:15	490	17	
St. Michel	9:45	500	17	
St. Anne	10:15	510	17	
St. Elizabeth	10:45	520	17	
St. James	11:15	530	17	
St. George	11:45	540	17	
St. Andrew	12:15	550	17	
St. Patrick	12:45	560	17	
St. John	1:15	570	17	
St. David	1:45	580	17	
St. Martin	2:15	590	17	
St. Anthony	2:45	600	17	
St. Nicholas	3:15	610	17	
St. Basil	3:45	620	17	
St. Constant	4:15	630	17	
St. Laurent	4:45	640	17	
St. Maurice	5:15	650	17	
St. Jean	5:45	660	17	
St. Charles	6:15	670	17	
St. Roch	6:45	680	17	
St. Louis	7:15	690	17	
St. Pierre	7:45	700	17	
St. Michel	8:15	710	17	
St. Anne	8:45	720	17	
St. Elizabeth	9:15	730	17	
St. James	9:45	740	17	
St. George	10:15	750	17	
St. Andrew	10:45	760	17	
St. Patrick	11:15	770	17	
St. John	11:45	780	17	
St. David	12:15	790	17	
St. Martin	12:45	800	17	
St. Anthony	1:15	810	17	
St. Nicholas	1:45	820	17	
St. Basil	2:15	830	17	
St. Constant	2:45	840	17	
St. Laurent	3:15	850	17	
St. Maurice	3:45	860	17	
St. Jean	4:15	870	17	
St. Charles	4:45	880	17	
St. Roch	5:15	890	17	
St. Louis	5:45	900	17	
St. Pierre	6:15	910	17	
St. Michel	6:45	920	17	
St. Anne	7:15	930	17	
St. Elizabeth	7:45	940	17	
St. James	8:15	950	17	
St. George	8:45	960	17	
St. Andrew	9:15	970	17	
St. Patrick	9:45	980	17	
St. John	10:15	990	17	
St. David	10:45	1000	17	

Montreal May 11/22 L.S.
 P.N. 2358/2

Proposed Time Table for North West Line on the opening of the Krishna Ferry

5

Stations	1		2		3		4		5		6	
	Goods		1.2.3.4		1.2.3		1.2.3.4		1.2.3.4		1.2.3.4	
	A	M	A	M	P	M	A	M	P	M	A	M
Madras Dep			4	0	2	0			2	20		
Salt Petaur Junction									2	45	1	
Perambore			4	12	2	8			2	50		
Perambore Works												
Avady			4	42					3	20		
Tennanore			4	54	2	42			3	35		
Spwellore			8	15	3	2			4	5		
Gudumalatoor									4	15		
Chinnamapette			8	40					4	35		
Arconum Junction Arr			8	55	3	42			5	5		
do Dep			9	15	3	50			5	30		
Tirulany			9	47					6	0		
Jaggery			10	20					6	30		
Pultoor			10	52	4	55			7	5		
Coody			11	28					7	40		
Tirupetty Arr			11	55	5	30			8	0		
do Dep			12	20	5	35						
Ballypally			1	35	6	45						
Godoor Arr			1	50	6	50						
do Dep			2	33								
Reddypully			2	57								
Rafampett			3	25	8	0						
Kundalove			4	3								
Montimettah Arr			5	0	9	0						
do Dep					9	30						
Camalapur					10	18						
Yerraguntla					10	48						
Modanoor					11	20						
Kondipuram					12	10						
Tadputri					1	10						
Royalcherri					2	0						
Goafy Arr					2	55						
do Dep					3	20	4	45				
Goondacul Arr					4	5	5	35				
Goondacul Dep							5	50				
Venapur							6	50				
Bellary Arr							7	35				
Goondacul Dep					4	15						
Kuncherla					4	40						
Ruspree					5	22						
Adoni Arr					6	0						
do Dep					6	13						
Rosalee					7	3						
Tungabudra (S.B.)												
Mitunuri					7	50						
Raichore Arr					8	20						

Stations	1		2		3		4		5		6	
	1.2.3.4		1.2.3.4		1.2.3.4		1.2.3		Goods		1.2.3.4	
	A	M	A	M	P	M	P	M	A	M	A	M
Raichore Dep							4	0				
Mitunuri							4	33				
Tungabudra (S.B.)												
Rosalee							5	20				
Adoni Arr							6	10				
do Dep							6	20				
Ruspree							6	58				
Kuncherla							7	42				
Goondacul Arr							8	5				
Bellary Dep			9	15	5	0						
Venapur			10	35	5	45						
Goondacul Arr			11	0	6	45						
Goondacul Dep			11	15	6	58	8	15				
Goafy Arr			11	55	7	40	9	0				
do Dep			12	30			9	30				
Royalcherri			1	20			10	20				
Tadputri			2	10			11	10				
Kondipuram			3	10			12	10				
Yerraguntla			4	0			1	0				
Camalapur			4	35			2	10				
Goondacul Arr			5	0			3	0				
do Dep							3	20				
Montimettah							4	38				
Kundalove												
Rafampett												
Reddypully												
Godoor Arr							5	45				
do Dep							5	50	9	30	11	0
Ballypally									10	10		
Tirupetty Arr							7	0	11	0	12	20
do Dep							7	10			12	40
Coody			5	30							1	8
Pultoor			6	0							1	45
Jaggery			6	35							2	20
Tirulany			7	40							2	55
Arconum Junction Arr			7	5							3	25
do Dep			8	20							5	20
Chinnamapette			8	40								
Gudumalatoor			8	58								
Spwellore			9	10							6	0
Tennanore			9	40								
Avady			9	55								
Perambore Works												
Perambore			10	25							6	55
Salt Petaur Junction			10	35								
Madras Arr			10	40							7	15

Traffic Managers Office
Madras 8th May 1842

Mr. P. K. S. S. S.

Mr. P. K. S. S. S.

P.W. 1872W Depart:
From 11/8 No 2358
Shu Lin Pigeon

To
Shu Ling to Gen
P.W.D

Do to 92. May/72
Per 11/8

No 230
En: 3.1
Submitting
Agent's letters re
garding the pro
posed revised
line table.

No 1300 - 14 May/72

With an order

10/

3/2/72

Com. Sup for
Railways.

Becker 23/5/72

61 May/72

11/8

No 1300

Miller

11/8

No 2358

Govt. of 1872 Madras.

PUBLIC WORKS.

To the Consulting Eng^r
for Railways

Dated

Recd.

Encl. 3

G. O. 14th May 1872. 1300.

Nos. 387 & 388

Revised Rule Book

to be introduced on
the M. V. line of the
Madras ^{Railway} on or about
the 1st June next.
Approved.

Handwritten title or header at the top left of the page.

8/12/72

Handwritten notes and possibly a list or table on the left side of the page.

Handwritten notes and possibly a list or table on the right side of the page.

1300
14-5-72

Handwritten notes at the bottom of the page.